

AUTOSPORT

OCTOBER 10, 1952

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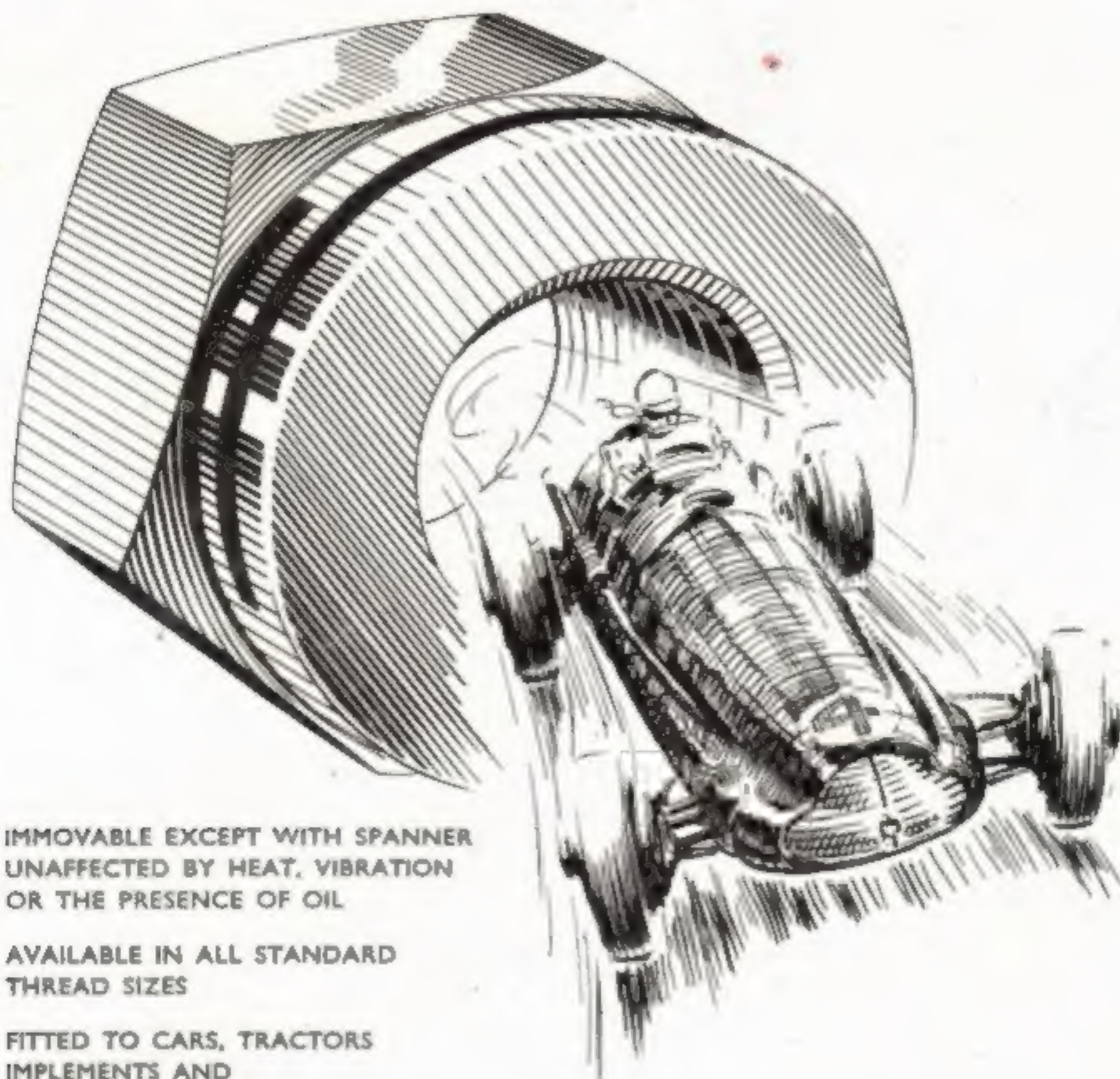
Vol. 5 No. 15

BRITAIN'S MOTOR SPORTING WEEKLY



SPECIAL PARIS SALON NUMBER

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 15 October 10, 1952

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NOTICES

Published every Friday by AUTOSPORT
159 Praed Street, London, W.2.

Editorial and General Office PADDINGTON 7673
Advertisement Department PADDINGTON 7671-2

General Manager: PETER BAYLEY
Advertisement Manager: NORMAN H. BIGSBY

Annual Subscription: £4 4s. 6d.
Direct from the Publishers or all Newsagents.

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EDITORIAL

HIGH performance is once more the theme of the Paris Salon. Competition successes are reflected in the design, appearance and specification of many exhibits, and the influence of Le Mans is to be seen on several stands. For several years, Continental manufacturers have realized the importance of developing their products by means of participation in major rallies and races, and in consequence the small-capacity machine, with "aerodynamic" body styling and excellent power-weight ratio, forms the "new trend" in the sporting cars of today—a trend which is also passing to fairly normal road machines. Smooth contours have replaced the box-like structures of yesterday. The problems of overcoming wind-resistance have resulted in the low frontal area cars of the present. Despite the stated preference of many people for the "classic sports-car", the undoubted efficiency of wind-cheating bodies dictate the shape of the high-performance cars of this modern age.

Goldie Gardner's Bonneville records have demonstrated in no uncertain manner that it is possible to achieve very high speeds, with a small-capacity engine of a comparatively modest power-output, provided that the body shape is designed to offer as little as possible resistance to the air. Although the Gardner-M.G. is impractical as a road machine, the lessons of properly-applied streamlining can easily be applied to future production vehicles.

* * *

THE announcement of the Austin-Nash tie-up proves conclusively that the American public very definitely wants a small-capacity car with sporting characteristics. The trail blazed by the M.G. Car Co., Ltd., in U.S.A. and Canada, has established a firm market for this type of machine—a fact that has long been recognized by Detroit. It is indeed fortunate that the tooling-up in America for a home-produced car would be uneconomical, and that Nashes had to come to this country for the realization of their plans. In the new Austin-built Nash, Great Britain should have a sound dollar-earner for many years to come—in a market entirely created by Abingdon.

* * *

At long last it will be possible to obtain fuel other than the hated Pool. On 1st February, 1953, the petrol companies will be able to offer branded spirit, and better-quality fuels will be available from pumps. This will be a great relief to manufacturers and users of cars designed to operate efficiently on petrol of a higher-octane rating than has been obtainable since 1939.

OUR COVER PICTURE

GRAND PALAIS: Interior of the 39th Salon de l'Automobile in Paris—a scene which will be repeated at Earls Court on 22nd October for the British Show.

PIT AND PADDOCK

THE actual Sunbeam-Talbot in which George Murray-Frame and J. M. Pearman gained a Coupe des Alpes in this year's "Alpine" will be shown on the Sunbeam-Talbot stand at Earls Court.

DICK IRISH of Cleveland, Ohio, won the Warner Trophy race in the recent Rock County meeting, driving a Kieft. This was a somewhat rare event for an American one in that it was run from start to finish in pouring rain.

MIKE HAWTHORN is now up and about again. First day out of doors last Tuesday, he paid a visit to the Cooper factory, to see what's what for 1953.

THIS winter there will probably be a series of national 500 c.c. races at Bangkok, Siam. Bira will shortly be flying out to his homeland to make the necessary arrangements.

STIRLING MOSS may drive a Mark 7 Jaguar saloon in the great Mexican Pan-American road race.

FICTITIOUS passes proffered at the 750 M.C. Six Hours' Silverstone included a Brooklands Pit Pass dated 1934.

SALON story—true. Two well-known British drivers were showing an American customer round a quality British sports-car. Placing his order, our transatlantic friend bespoke a steering wheel gear-change rather than the central lever. On being told that the latter was preferable for high speed work, he said, "I am a racing driver and I know that at speeds over 80 m.p.h. it is most dangerous to move one's hand from the wheel to shift the gears." Dollars won the day, but the two drivers kept their faces straight only with great difficulty.

OUR SPECIAL SHOW NUMBER

AUTOSPORT'S Special Earls Court Show Number will be on sale on Thursday, 23rd October—one day earlier than usual.

In addition to a complete and fully illustrated pre-view of the high-performance cars being exhibited at Earls Court, it will contain specially-contributed articles, sporting features, and an exclusive road test report of an entirely new sports-car from a famous British factory.

There is bound to be a big demand for this issue of "Autosport", so **ORDER YOUR COPY NOW!**



HIGHEST in the running for the 750 M.C. Goodacre Trophy is R. H. Grimsley, with 43 points. The next three places are filled by L. West (40 pts.), P. Stephens (36 pts.) and F. J. Tiedeman (25 pts.).

STOP PRESS; Landon and Vernet in the special streamlined unblown 750 c.c. Renault established several new International Class H records at Montlhéry last Tuesday, including the one-hour at 102 m.p.h., the three hours at 166.5 k.p.h., the 500 km. at 166.5 k.p.h. and the 500 miles at 165.4 km. Figures are subject to confirmation by the F.I.A.

"AUTOSPORT" 500 c.c. CHAMPIONSHIP

STIRLING MOSS raised his score of 49 points to 54 last week-end by his lap record and race win at Castle Combe, but Championship leader Don Parker remains far ahead, and has now achieved the century by adding six points to his 94, earning two at Castle Combe on Saturday, two for his second place at Brough on Sunday, and two for setting up a new lap record there.

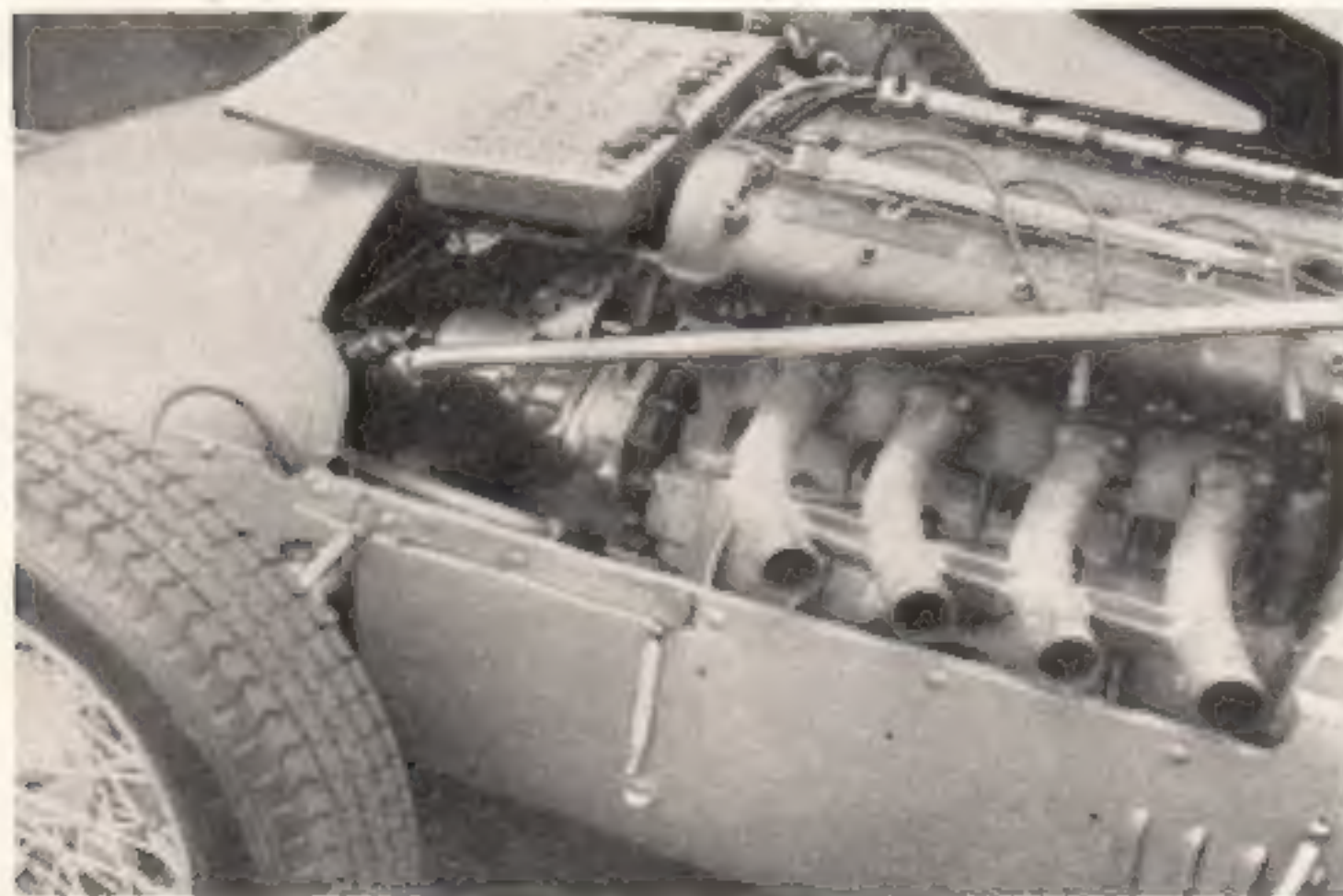
The Brough winner, Les Leston, gains a further three points plus one for his "third" at Castle Combe, so that he and Moss are running closely for second place in the Championship.

Leading Positions as at 7th October

Driver	Car	Pts.
1. Don Parker	Kieft	100
2. Stirling Moss	Kieft/Cooper	54
3. Les Leston	Cooper/Leston Spl.*	51
4. Charles Headland	Kieft/Arnott	39
5. George Wicken	Cooper	35
6. John Coombs	Cooper	30
7. Ninian Sanderson	Cooper	29
8. S. Lewis-Evans	Cooper	25
9. Alan Brown	Cooper	20
10. Bob Gerard	Cooper	15
R. G. Bicknell	Revis†	15
Don Truman	Cooper	15
11. Tom Leigh	Cooper	12
W. Webb	Cooper	12
12. A. J. Nurse	Cooper	11
13. André Loens	Kieft/Stalide	10
14. Ken Smith	Smith†	7

* Includes 3 points for non-series production cars.

† Eligible for non-series production car award.



CHAMPIONSHIP ENGINE: The works 4-cylinder 2-litre Ferrari has enjoyed almost complete supremacy in International Formula 2 racing this year, team drivers Ascari, Farina and Taruffi holding first three places in the World Championship.

SPORTS-NEWS

"750"s VERSUS "500"s

THE Italian A.C. di Chieti staged their first "Gran Premio Vettur-ette" last month over a 1.05-mile street circuit in Chieti, a few miles inland of the Adriatic port of Pescara. The race was open to 750 c.c. sports-cars and Formula 3 racing-cars, and provided an interesting comparison between Italy's four-cylinder Gilera-engined Volpini "500"s and the numerous specialist-produced and very sporting 750 c.c. two-seaters such as the Stanguellini, Urania and Giaur.

The "750"s emerged triumphant in a race consisting of two 21-mile heats and a 42-mile final, but the ex-Alfa Romeo team driver Felice Bonetto made the pace in the early stages with his very neat-looking Formula 3 Volpini. Trouble developed in the Gilera engine, however, and he finished last in Heat 1 with a crippled car.

Heat 2 brought out Nello Pagani with the second Volpini, two 750 c.c.-engined D.B.s from France, driven by Antonelli and Audibert, and Sesto Leonardi's very fast Giaur. The latter won comfortably from Pagani and Scala's Nardi-Danese, with the best of the D.B.s, Audibert's, in fourth place.

For the final, Pagani handed his car over to Bonetto, who lay second to Leonardi for a while, then passed him on the eighth lap. He widened the gap progressively thereafter, having a 16-second lead over the Giaur by round 25. Four laps later the Volpini was out of the race with ignition trouble, but a fierce duel ensued between Leonardi and Taraschi, both in Giaurs. The latter overdid things at a turn, however, and eventually finished second half a minute behind his rival. Third was Audibert (D.B.) and fourth Bandini (Bandini).

OSCA AND JAGUAR WINS AT WATKINS GLEN

Main Race Abandoned after Accident to Spectators

THE problem of spectator control at motor races is one encountered the world over. The terrible tragedy at Grenzlandring last month, when Niedermayer's AFM ran into the crowd, killing nine people, has stressed the urgency of the problem,



SHOW A LEG: One of Louis Rosier's mechanics really gets down to things in the 4½-litre Ferrari at the International Goodwood meeting.

and it was perhaps with the German disaster in mind that officials of the Sports Car Club of America stopped the Watkins Glen Grand Prix after a mere two laps, following the accident involving Fred Wacker and his Cadillac-Allard.

From the start of the race, the Cunningham team went to the fore, Briggs's Cunningham leading in the Le Mans coupé, followed by John Fitch in the open car, with Wacker's Allard leading John Walters's Cunningham in third place. After a round the Allard, close on Fitch's tail, ran off the course into a crowd of spectators thickly gathered on the road margin. One, a child, was killed, and several others injured, the race being called off as a result. No blame was attached to the drivers or race organizers; before the race a request had, in fact, been made to the police to move the crowds back at the point where the accident took place.

The meeting attracted an estimated 200,000 attendance to the 6.6-mile Glen circuit, no great distance from

New York. It opened with the 99-mile Queen Catherine Trophy race for cars up to 1,500 c.c. and the 52.8-mile *Formule Libre* event for the Seneca Cup. In the former, the Oscas of Bill Spear and J. Kimberley ran away from the field, Spear eventually winning by half a lap, with Roger Barlow's Simca third. John Fitch's new C-type Jaguar scored an easy victory in the *Formule Libre* race from White's Ladd Special and a Lagonda driven by Johnston, while fourth man home, John Moodie, in a 500 c.c. Cooper, won the Formula 3 class.

RESULTS

Queen Catherine Trophy (up to 1,500 c.c.), 99 miles: 1, W. Spear (Osca), 72.3 m.p.h.; 2, J. Kimberley (Osca); 3, R. Barlow (Simca); 4, D. Hoan (M.G.).

Seneca Cup ("Formule Libre"), 52.8 miles: 1, J. Fitch (Jaguar XK 120C), 76.6 m.p.h.; 2, F. White (Ladd Spl.); 3, Johnston (Lagonda); 4, J. Moodie (Cooper).

Class Winners:

Sports: B. Said Jnr. (Cisitalia).

Formula 3: J. Moodie (Cooper).

AUSTIN-NASH PLANS

Longbridge to Make Small Capacity Detroit-designed Car for American and Canadian Markets

THE proposed Nash small-capacity, high-performance car is now a reality. About two years ago, the Nash concern inaugurated a series of "round robins" and nationwide queries to test public reaction in U.S.A. on the NXI—a light car with sporting characteristics. The result of this big NXI survey showed that such a car would indeed be welcomed by thousands of potential buyers.

Nash did not propose building a new engine for the car. Amongst the suggested power-units were those of Austin (A.40) and Fiat (1400). Recently Mr. George Mason, president and chairman of Nash-Kelvinator Corporation, concluded negotiations with Mr. Leonard Lord, chairman of the Austin Motor Co., Ltd., for Austins to collaborate with Fisher & Ludlow, Ltd., the body-builders, for the entire production of the new

small-capacity Nash in Great Britain.

Mr. George Mason is one of the very few American "motor magnates" who is thoroughly conversant with European automobile engineering. He is a keen high-performance car fan—as is evidenced by the Nash-Healey—and has a private stable which includes examples of the latest European machines.

The new car, a name for which has yet to be announced, will be in production by the end of 1953. It will be sold and serviced in U.S.A. and Canada by Nash dealers. Power-unit will be the A.40 Austin, and the chassis components are standard Austin parts already in production. It is anticipated that fuel consumption will be 40 m.p.g. at normal cruising speeds. Prototypes have already undergone development tests in Detroit, and at the Austin and Fisher & Ludlow works in England.

PAN-AMERICAN ROAD RACE

MEXICO'S 2,000-mile Pan-American road race starts this year from a point closer to the Guatemalan frontier, El Ocotal, on 19th November, and ends on the Mexican/U.S. border at Chihuahua on 23rd November. Last year's winners, Ferrari, will again take part, this time with three cars, but they will be challenged strongly by an official Mercedes team, and by a pair of 2.3-litre Gordinis. Examples of Porsche, Jaguar and Aston Martin cars are also expected to compete, while Packard may run a new model.

John Fitch, who drove a Cunningham at Le Mans and a Porsche at Nürburgring in the German G.P. meeting, has been offered the wheel of one of the Mercedes-Benz 300SLs, and the son of the Mexican President is nominated to drive one of the Gordinis.

ARMSTRONG-SIDDELEY SAPPHIRE

THE new Sapphire saloon by Armstrong-Siddeley has a 3,435 c.c. pushrod o.h.v. six-cylinder engine giving over 120 b.h.p. at 4,200 r.p.m. Front suspension is independent, by helical springs and trailing links. A four-speed synchromesh or electrically-operated pre-selector gearbox is optional, and the price is £1,110 + £618 3s. 4d. P.T.

THE WORLD CHAMPIONSHIP, 1952

THE results of the Italian G.P., last European event to count for this year's World Championship now that the G.P. of Spain has been cancelled, leave Ferrari No. 1 driver Alberto Ascari a clear leader with 36 points to 24 scored by Giuseppe Farina, second, and 22 by third man

Piero Taruffi. Englishman Mike Hawthorn shares fourth position with Rudi Fischer of Switzerland, with a total of 10 points.

Only one Championship race remains to be run, the Rio de Janeiro G.P. on the Gavea circuit, Brazil, on 14th December. It is likely that the Ferrari team will compete in this event, but even should Ascari not take part his lead in the Championship cannot be challenged now. The scorings are based on a driver's four best performances in the year's Championship events, eight points being awarded for first place, six for second, four for third, three for fourth and two for fifth; fastest lap in a race earns the driver a further point.

Ascari gained the highest total possible—eight points for a win and one for fastest lap—in no fewer than six races—the Belgian, French, British, German, Dutch and Italian G.P.s, a remarkable performance. The championship score sheet at present stands as follows:—

Ascari, 36 points; Farina, 24 points; Taruffi, 22 points; Hawthorn and Fischer, 10 points; Manzon, 9 points; Villorosi and Ruttman (U.S.A.), 8 points; Gonzalez, 7 points; Behra and Rathman (U.S.A.), 6 points; Hanks (U.S.A.), 4 points; Poore, Wharton and D. Carter (U.S.A.), 3 points; Trintignant, Thompson, Brown, Frère, Bonetto and Cross (U.S.A.), 2 points; Vukovich (U.S.A.), 1 point.

The eight races already run, counting for the Championship, are the Swiss G.P., Indianapolis 500 Miles Race, and the Belgian, French, British, German, Dutch and Italian G.P.s.



COVENTRY NEWCOMER: The graceful new Armstrong-Siddeley Sapphire with 90 mm. x 90 mm. 3.4-litre six-cylinder engine, has a maximum speed of 90-95 m.p.h.

RACING AT BROUGH

Field Day for Les Leston and Don Parker

A CROWD of 15,000 watched some first-rate 500 c.c. racing at Brough on 5th October, at the mixed meeting organized by the Blackburn Welfare M.C. In Heat 1 of the scratch race, Mervyn Kearon (Cooper) took the lead, followed by A. J. Nurse (Cooper) and Don Parker (Kieft). Parker shot into the van on the second lap, with Kearon close behind. Don Truman (Cooper), after a poor start, began to make up lost time and by lap four was in third spot. Parker went on unchallenged to win at 60.24 m.p.h., and Truman caught Kearon to take second place.

In Heat 2, Bill Nicholson displayed extraordinary acceleration with his twin-cylinder, B.S.A.-powered Kieft and shot into the lead, followed by R. W. Messenger (Iota) and Les Leston (Cooper). By lap two, Leston had it all his own way and was well out in front, with Messenger second and A. Huxley (Cooper) third—and that is how they finished. Nicholson, after his tearaway start, gradually fell back and finally packed up with engine bothers.

The 10-lap final saw a thrilling Leston-Parker duel, during which Parker raised Eric Brandon's existing lap record of 63.81 m.p.h. to 64 m.p.h. Kearon led briefly, harrowed by Leston, with Parker and Truman scrapping for third place. Leston swept ahead at the end of lap two, with Parker trying all he knew to catch his rival. Both cars hurtled round: it was anybody's race. However, Leston kept his head—and his lead—and crossed the line a few feet in front of the Kieft.

The programme also included a two heats and final handicap event, the last-named being won by Parker with Truman runner-up.

RESULTS

7-lap Scratch Race (Heat 1): 1, Don Parker (Kieft), 60.24 m.p.h.; 2, Don Truman (Cooper); 3, Mervyn Kearon (Cooper); 4, A. J. Nurse (Cooper).

7-lap Scratch Race (Heat 2): 1, Les Leston (Cooper), 60.66 m.p.h.; 2, R. W. Messenger (Iota); 3, A. Huxley (Cooper); 4, C. A. N. May (Cooper).



SCRATCH RACE WINNER: Les Leston taking the Brough Bend in his Cooper.

10-lap Scratch Race (Final): 1, Les Leston (Cooper), 62.45 m.p.h.; 2, Don Parker (Kieft); 3, Don Truman (Cooper); 4, M. C. Kearon (Cooper).

Fastest Lap: Parker, 64 m.p.h. (new course record).

1st 7-lap Handicap: 1, R. A. R. Bell (Iota), 58.3 m.p.h.; 2, A. A. Butler (Cooper); 3, C. L. Graham (Cooper).

2nd 7-lap Handicap: 1, Don Parker (Kieft), 61.68 m.p.h.; 2, Don Truman (Cooper); 3, S. Bloor (Cooper).

Final: 1, Parker (61.3 m.p.h.); 2, Truman; 3, Bell.

NORTH LONDON ENTHUSIASTS' POINT-TO-POINT

ON Sunday, 28th September, the North London E.C.C. ran a closed Point-to-Point, attracting 20 entries. The organizer, Jack Kynaston, really set competitors a series of teasers, for the essence of the whole competition was correct navigation, the marshals being plainly visible once the location was found. There were 12 points to visit, and at three of these a question had to be answered. For instance, "How many flutes round the 'bowl' at the top of the monument 0.5 miles N.E. of Aldbury?" this involved climbing about 170 stairs. Seven of the points were indicated by N.G.R. or latitude and longitude readings; for the rest, one had to resort to the compass and/or linear measurements. Control C was situated under a bridge on the Grand Union Canal, and as more and more competitors came and went, so the bank became more and more slippery, until in due

course it was thoroughly dicey. Penalties were incurred in some places for approaching a point from the wrong direction. An interesting location in the afternoon section was on Turville Heath, which involved motoring along a bridle path to a clearing in the heath. There was a time limit set between each point, which was tight enough to make quick and accurate route finding of prime importance. In fact, the whole thing was decided entirely on the road section, there being no ties to sort out, and as for more than half of the time there was a drenching downpour, those in open cars had a most uncomfortable time. All credit, then, to the winners, in a very open Magnette, who arrived at the finish for tea, The Royal White Hart Hotel, Beaconsfield, completely soaked. The start was at Whelpley Hill, near Chesham, and the route covered some 60 miles.

RESULTS

Best Performance: K. Jones (M.G. Magnette), 467 points.

1st Class Awards: A. C. Hobbs (Vauxhall), 458; D. Mayston (Alvis), 409.

2nd Class Awards: F. W. Chipperfield (Rover), 406; F. D. Yiond (Riley), 406.

NOTTINGHAM S.C.C. TRIAL

THE Autumn Cup Trial on 19th October will be a map-reading event over 40-50 miles of second-class roads. The start will be from "The Five Ways", Valley Road, Nottingham, at 2.15 p.m. Details available from the Trials Secretary, D. Rogers, c/o Leer Valley Dye Works, Bulwell, Notts.

KENTISH BOARD C.C. TRIAL

THE Stafford-Clark Cup Trial will start this year at 11 a.m. from the Manor Hotel, Duddleswell, Sussex, on 12th October, and finish at the same hotel. The course will be divided into two sections, three hills in the morning and five in the afternoon, all hills being within walking distance of each other. Further information may be obtained from H. H. Alderton, The Cottage, Bromley Green, Shortlands, Kent.



The Blackburn Welfare M.C.'s 1.17-mile airfield circuit at Brough, E. Yorks.

ALTCAR SPEED TRIAL

B. E. Bradnack (Cooper) Makes B.T.D.—E. P. Scragg (Alta-Jaguar) Breaks Sports-Car Record

A crowd of over 1,000 braved bitterly cold, dull weather to witness 65 competitors in assorted sports- and racing-cars put up a first-rate showing in the Waterloo & District Motor Club's end of the season quarter-mile sprint, at the Altcar Rifle Range, on 4th October.

The course is of good tarmac surface, somewhat narrow, and a strong following wind made good times easier to obtain. The meeting opened with closed cars, all-comers, where good runs were made by E. B. Wadsworth (Healey), J. H. Walton's DB2, now with Vantage engine, and last but certainly not least, A. Wake with an incredibly old wreck of an Allard Utility, which looked as though it had been rescued from a breaker's yard—but (and a big but!) it housed the ex-Warburton special sprint engine, complete with Edelbrock heads and two carbs. It took the class by at least two seconds, scaring the pants off its owner during the process.

Next came the class for sports-cars up to 1,300 c.c., which was rather easily taken by A. Porteous driving a Ford-based special of his own creation. Whatmough was the fastest of the M.G. brigade in third spot, while Miss M. Browne, in her first competitive drive, put it across several more miles in similar cars. Here Escott in a TD made a fantastic change from second to first instead of third to the accompaniment of unheard of revs!

The sports-cars up to 1,500 c.c. class was not too well supported, with only three H.R.G.s, the ex-Lund Special and a Cooper-M.G., the latter, well driven by D. F. Ryder, gaining an easy win, local driver E. Lister being the fastest of the H.R.G.s.

Sports-cars up to 3,000 c.c. produced a gaggle of Frazer-Nash, BMW, a Con-

naught and a Silverstone Healey. McMillan driving the ex-Tyrer *Mille Miglia* BMW unluckily stripped first gear on his second run—just as well his first run was fast enough to gain second place from J. H. Walton's very fast 'Nash—with Len Melly, on a similar car, third. E. B. Wadsworth's Healey sported an enveloping dish-cover body, and Mrs. Doreen Reece driving her husband's Morgan Plus 4 was neat and rapid.

The unlimited sports-car class drew the day's biggest entry, and fireworks from E. P. Scragg's Alta-Jaguar with XK 120 engine, which in a perfect run took Guy Warburton's old sports-car record by a full half-second—a very fine effort. H. Howorth, driving the ex-Peter Walker XK 120, which had an air scoop through its off-side head lamp, was second, Harry Pritchard, driving the old Allard works sprint car, third.

Racing-cars up to 500 c.c. drew six runners, three Coopers, an Amal, a Marwyn and a Kieft, the latter rapidly driven by E. Goodwin, just pipping M. C. Kearon (Cooper), who, had he not missed first to second, might have been closer.

Racing-cars up to 1,100 c.c. brought out C. Heath and B. E. Bradnack on Cooper twins, the latter car supercharged. On the first runs both tied but on the second, Bertie Bradnack with a beautiful getaway just gained the day to take B.T.D. and in so doing equalled Cecil Heath's all-time record run of last year—here's to the next time! C. S. Reynolds (R-Type M.G.) took off at unheard of revs. and the blower seized solid—exit!

The up-to-1,500 c.c. racing class was an easy win for W. Goodwin, who, forsaking his beautiful 4.3 Alvis-engined Special, was mounted on the recently

acquired ex-Nixon, ex-Abecassis, Tecnauto suspended E.R.A., which on single rear wheels suffered bad wheelspin, but nevertheless tied with Heath and Bradnack on their first runs. Ryder, a little outclassed in this company with the Cooper-M.G., came second.

Racing-cars up to 2,000 c.c. brought only the sports 'Nashes to give Walton a further victory.

Thus ended a well-organized meeting, with all credit to the tireless George Wright and his happy band of helpers; if any criticism is to be made, purely as a suggestion, it would be better to run classes in the normal order, as the big sports-car class was badly handicapped by not having its first run until all the racing-cars had run twice, thus leaving the start area in a very sticky, oily condition.

FRANCIS PENN.

RESULTS

Closed-cars, unlimited c.c.s 1. A. Wake (Allard), 16.7 secs. 2. E. B. Wadsworth (Healey), 18.3 secs. 3. J. H. Walton (DB2 Aston Martin), 18.3 secs.

Sports-cars, up to 1,300 c.c. 1. A. Porteous (Porteous Sp.), 18.1 secs. 2. H. Porteous (Porteous Sp.), 18.3 secs. 3. A. C. Whatmough (M.G. TD), 19.9 secs.

Sports-cars, 1,301-1,500 c.c. 1. D. F. Ryder (Cooper-M.G.), 16.3 secs. 2. E. Lister (H.R.G.), 18.6 secs.

Sports-cars, 1,501-3,000 c.c. 1. J. H. Walton (Frazer-Nash), 15 secs. 2. W. A. McMillan (BMW), 16.1 secs. 3. L. Melly (Frazer-Nash), 16.7 secs.

Sports-cars, over 3,000 c.c. 1. E. P. Scragg (Alta-Jaguar), 14.7 secs.—new sports-car record. 2. F. H. Howorth (XK 120), 15.7 secs. 3. H. D. Pritchard (Allard), 16 secs.

Racing-cars, up to 500 c.c. 1. E. Goodwin (Kieft), 15.8 secs. 2. M. C. Kearon (Cooper), 16.1 secs.

Racing-cars, 501-1,100 c.c. 1. B. E. Bradnack (Cooper S), 13.6 secs.—B.T.D. 2. C. Heath (Cooper), 14.1 secs.

Racing-cars, 1,101-1,500 c.c. 1. W. Goodwin (E.R.A. S), 14.1 secs. 2. D. F. Ryder (Cooper-M.G.), 16.3 secs.

Racing-cars, 1,501-2,000 c.c. 1. J. H. Walton (Frazer-Nash), 15 secs. 2. W. A. McMillan (BMW), 16 secs.

500 M.R.C.I. TREASURE HUNT

It was with some trepidation that the 500 Motor Racing Club of Ireland turned to the organization of their first treasure hunt last Friday, with a committee more experienced in the planning of circuit races and hill-climbs. However, the burning of much midnight oil—and petrol—produced a 34-mile run which proved very popular with the 22 competitors, who demanded a repeat performance in the near future.

At the starting point, Glengormley, the entrants were handed a sheet of rhymed clues and despatched on the dyed road to sort them out. After an unwanted detour—owing to the trail-blazers having themselves got lost—they searched for a frigid marsh underneath a railway bridge, and later some of the more misguided found themselves in Dough cemetery.

A second detour was taken, regretably, when with misguided humour some Ballynure inhabitants did a spot of dye-laying along the wrong road. But those who were thus misled soon realized what had occurred and, dogged by doggerel, continued to the finish at Whitehead, counting window-panes, deciphering horse-trough inscriptions and hunting "treasure" en route.

RESULTS

1. W. R. McMillan (M.G.); 2. S. Piggett (Hillman); 3. G. E. Barker (Morris); 4. Dr. D. T. Glass (Singer).



WAIT FOR IT: Mervyn Kearon on the line at Altcar with his 500 c.c. Cooper.

HEY, WAIT FOR ME! Norman Young's neat Ford Special shoots upwards at Paddock Gate with all adjustable ballast in the right place!

LEINSTER TRIAL

Classic Eire Event Difficult Despite Lack of Mud

THE Leinster Motor Club's Vigzol Cup Trial is normally a very slimy operation, but lack of heavy rains made this year's competitors dirty from dust rather than mud. Once again, using the Calary-Old Long Hill area, the course consisted of three laps of a circuit using four observed sections and two driving tests per lap, the tests being altered in each case on the last lap.

Fair warning having been given that the course might be tough, every single car entered was a "special" of some description, the nearest thing to a standard sports-car being Miss Anita Newell's ex-Gill, ex-O'Clery J2 M.G. The only other entrants not using 1,172 c.c. Ford engines were V. Hennessy's A40 Austin Special and Harold Johnson's Lancia Special.

From the start at Kilmacanogue, about 16 miles from Dublin, the first section, Red Roses, was only a mile. Here most people did well; Jack Gibney and Kevin Murray, however, were the only two to make a clean climb on every lap.

From Red Roses up the New Long Hill to Calary, where the section at Paddy's Hole was something of a novelty as, owing to lack of sufficient mud, competitors were requested to climb it in reverse! The section was short but rose fairly steeply and twisted through two rows of marker flags. Highest marks here went to Norman Young, who chalked up 26, and next best with 24 were Laird, in the supercharged Dellow, and Kevin Murray, in the very neat little M.M. Mark II.

Next to Paddock Gate, where two sections were placed close together, the first looked easy but did not prove to



be so, although Gibney, Young, Laird, Vard and Murray all mastered it three times, earning 30 marks apiece. The second section was very steep, over a slippery surface of heather, the start being particularly difficult, set at right angles to and on the wrong side of a track which made it necessary to move off over a steep hump. This caused great difficulty to many and poor Laird made one failure here through forgetting to release his handbrake. Gibney, Vard, Millard and Murray were the only four to make three clean climbs here.

At Calary Upper Ivan Webb was, as usual, presiding over the muckiest hole in the trial. Here a back and forth driving test of several different manoeuvres was carried out on a triangular course. Best here on the first lap was Paddy Culhane in his weird-looking ex-Jimmy Grew Ford Special with five marks, Murray four, Gibney three and Millard two. Second lap saw a change of placing to Millard five, Culhane four, Vard three and Murray two. Third lap Millard was still the best with five marks, the other placings

being Gibney four, Murray three, Vard two and Le Fanu one.

At Old Long Hill was a very dusty test at a Y junction of two lanes, with very loose surface. Best performer here on the first lap was Murray five marks, then Vard and Millard with three-and-a-half each, and Le Fanu with one. Second lap gave best marks to Williamson, back in trials after a long rest, with five, Laird's Dellow earned four, and Vard three. On lap three the test was changed around completely, necessitating one complete turn round in an extremely narrow lane, much monkey business in the way of spinning round on the handbrake, bringing the really skilful to the fore. Best this time was Vard with five, with Murray gaining four, Williamson three, and Gibney and Millard one-and-a-half apiece.

H. A. O'B.

RESULTS

Premier Award: K. P. Murray (M.M. Spl.), 233½ marks.

1st Class Awards: 1. J. C. Millard (Millpool-Morford), 213½; 2. C. Vard (C.E.R. Spl.), 211½; 3. J. Gibney (Ford Spl.), 210½.

2nd Class Awards: 1. N. R. Young (Ford Spl.), 186; 2. R. Laird (Dellow S.), 184½; 3. R. B. Le Fanu (Ford Spl.), 179.

HANTS AND BERKS M.C. NIGHT NAVIGATION RALLY

RESULTS

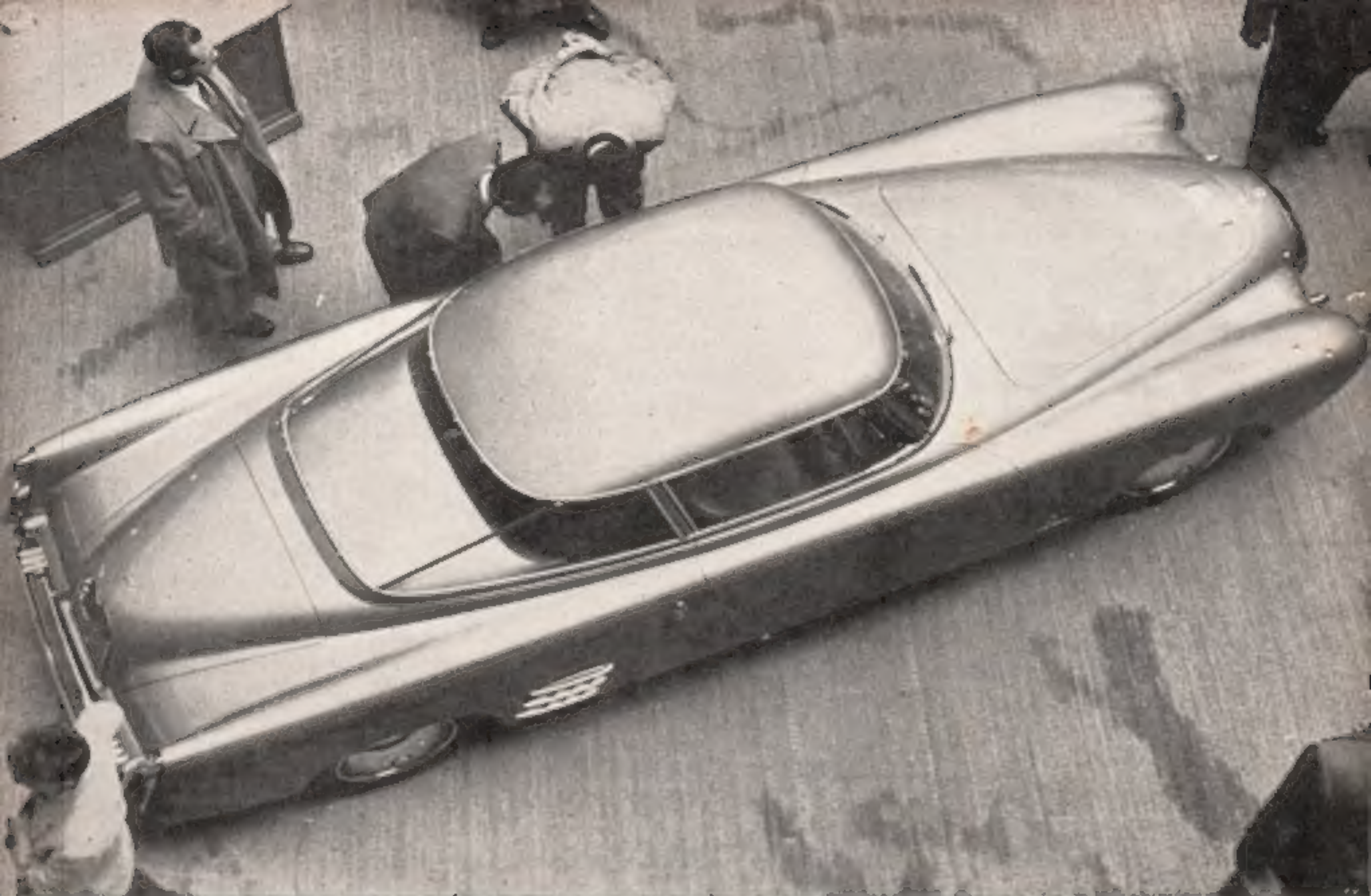
Best Performance (Noctivigation Trophy): T. Sanders.

1st Class Awards: J. Reynolds, J. I. Bremner, J. M. N. Willis, R. A. H. Arnold, J. R. Kynaston, R. A. Johnson, G. W. Silver.

2nd Class Awards: J. N. Powell, G. W. Whiteaway, N. M. Ness, B. D. Frost, R. W. Brown, J. A. D. Lucas, S. Sedgwick.



"WHO CLOSED THAT D—D GATE?": Paddy Culhane (Ford Special) kicking up a dust in reverse during the test at Old Long Hill.



WITH JOHN BOLSTER AT— THE 39th SALON DE L'AUTOMOBILE

**Cult of the Sports Coupé—Accent on High Performance
at the Grand Palais—France Builds Gas-Turbine Car—Race-
Bred Machines Attract the Crowds—Pegaso a Sensation**

AT first sight, one might be excused for thinking that the Paris Show is less exciting than was last year's display. Certainly, there are fewer novelties and surprises. Nevertheless, when the stands are examined more closely, it becomes apparent that at last the question—"what is a sports-car?"—has been answered!

There are more sports models than ever before, both on the manufacturers' stands and on those of the specialist coachbuilders. Virtually all of them are close-coupled coupés of streamlined form, having a wide front seat, and a rear compartment devoted to carrying a very large quantity of luggage. In broad outline, this is the type of body that Ferrari in Italy, and Aston Martin in England, have been selling for

some time, but the various individual approaches to the same problem show some most interesting variations.

One of the most spectacular renderings of the two-place coupé theme is presented by Pegaso. Last year, the then entirely new Pegaso really stole the show. It seemed to have just about everything that the experienced high-speed driver could require, and it is disappointing that no competition successes have yet been notched up. Nevertheless, the year has not been wasted, and the *marque* is now in full production, with a five-year guarantee such as only the old Bentley Company has ever before dared to give. The sports coupé is of ultra-aerodynamic form, the rear wheels being enclosed,

with scoops to cool tyres and brakes. The exhaust silencers of the V8 engine are protected by polished perforated aluminium cases beneath the doors, but the most unusual feature is a very long tail, of which the top half is in transparent plastic, thus forming a window. There are fitted suitcases, and the car is elaborately upholstered and appointed.

A stripped chassis is shown, and the car also appears as a drophead on Saoutchik's stand, in addition to a Superleggera open two-seater. It can be had with one, two, four or eight carburettors, or, interestingly enough, with a low-pressure, Roots-type supercharger. The twin-o.h.c. engine can be supplied in 2.5-litre or 2.8-litre size.

pect knock-off wheels, instead of the bolt-on discs that are fitted

In spite of the palpable advantage where three passengers may be carried abreast, the steering column location for the gear lever is dying rapidly among speed-models. A short, central lever, close to the driver's hand, is found in almost every case. Surprisingly, an extremely "touring" gearshift is hidden behind the wheel of what is undoubtedly one of the finest small-capacity sports-cars that has yet been produced. With this one exception, the 2-litre *Gran Turismo* version of the Lancia Aurelia is a really delectable conveyance. The makers show a coupé with black body and light-grey upper works, the upholstery being in grey cloth. No chromium mars the functional beauty of this car among cars, and it should easily convince any doubters that the modern line can be far more pleasing than any traditional style

The V-6 Lancia is also the basis of Pinin Farina's latest creation. Farina has gone to the trouble of making a special central gear lever, and for this he must be applauded. It is sad to record that, almost alone among this creator's masterpieces, here is something that just does not "come off". It is (you guessed!) a coupé, and has a long nose, with a "jet" air intake. The tail tapers right down to the rear number plate, and the rear mudguard fairings run away entirely separately to vertical plated bumper ends. These, if a little garish, are flexibly mounted, and give some worthwhile protection to a vulnerable rear-end. The six chromed exhaust tail pipes, projecting through the back panel, are really more worthy of a "hot rod".

JET AGE: (Left) The striking Farina-bodied Lancia Aurelia which has a turbo-jet motif, the designers have achieved a riot of curves

SQUIRTS: (Above) Three of the six tail pipes on the Farina Lancia Aurelia achieve still further the 'jet-propelled' impression

Ferrari show two coupés, both on the 2.5-litre chassis. The Ghia model is a neat drophead, and the Farina hard-top breaks new ground in having a wide air-slot right across the front of the bonnet. The new 3-litre is shown as a bare chassis, this is a new type of tubular frame, tapering front and rear, and almost full track-width in the centre. The rigid rear axle is suspended by semi-elliptics with parallel radius rods. The 12-cylinder engine has three very large twin-choke carburettors, and a four-speed gearbox replaces the five-speed unit of the smaller cars. The semi-elliptic rear springs are shackled at both ends, and axle location is by twin tubular trailing arms

High on any man's list of very fast machines, the Mercedes-Benz 300 SL makes its first show appearance. The famous roof-opening doors are in evidence, but one was not encouraged to lift the bonnet and gaze upon the inclined V-8 engine. This superb vehicle is an example of absolute fitness for purpose; perhaps, therefore, one should ignore the general detail work and finish, which is not quite up to exhibition standards. An 150 b.h.p., Type 300S, short-chassis, with a 108 m.p.h. maximum is listed, in addition to the standard "300" saloon. This is available in two/three-seater convertible or fixed-head body styling. The other Mercedes-Benz

models are as last year, and are still of conservative outline

Magnificently turned out and presented, the sports Chrysler Special is a very pleasant surprise. The beautiful coupé body is by Ghia, and is in eau-de-nil with green leather upholstery. The plated Rudge wire wheels, with knock-off caps, look very well with this coachwork style, and there are two small stabilizing fins above the rear wheels, as is becoming fashionable amongst closed sporting carriages. The very potent inclined-valve 5½-litre power unit is used

Also Chrysler-engined, the other American, the Cunningham, is again a wide, fixed-head two/three-seater coupé; as befits the breed, luggage space abounds. Whereas the chassis, and the four Zenith-carburetted "Fire-Power" V-8 motor, are American, the body, by Vignale, is Italian. Each chassis is sent to Italy for the coachwork to be fitted, and the result is certainly most attractive. Royal blue, with cream above the waistline, this is a very aristocrat among cars. From its Le Mans background, though, one might ex-

PEGASO: The aerodynamic, sports-racing Pegaso is a centre of attraction at the Salon. The marque will make its appearance at the Early Court show





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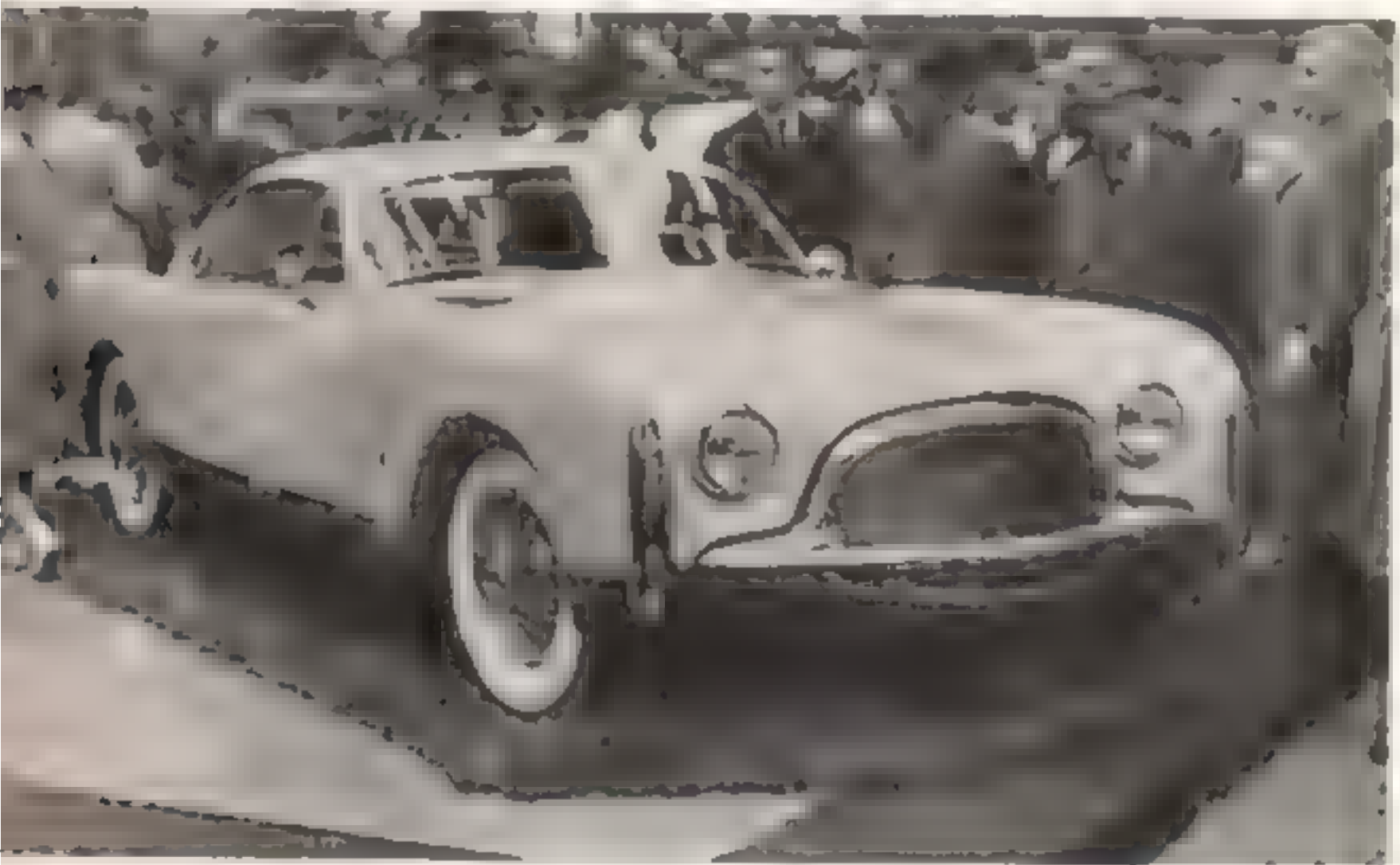
The Salon—continued

Delage is not yet happy with the current fashion, and has nothing new to show us. The sister Delahaye is exhibited in model 235 form, which is last year's car. There is a Chapron two-seater fixed-head coupé on this chassis, with plated knock-off wheels, and this is undeniably attractive. The 3½-litre 6-cylinder engine is as of yore, with three down-draught carburettors and a Cotal gearbox.

The Talbot-Lago, veteran of innumerable races, appears only in its most sober guise, and none of the bodies shown are of remotely sporting outline. It is therefore very heartening that the famous 4½-litre speed chassis is shown in stripped form, for this is a machine beloved of us all. It is, as before, of boxed frame construction, and the normal rear axle is on semi-elliptic springs. In front, the independent suspension still has friction-type shock absorbers, in addition to the hydraulic dampers. The preselector gearbox has a central lever operating in a gate, instead of the usual quadrant. This is an ingenious variation, and must be given full marks.

While still among old friends, one must mention the Bugatti. Two large cars appear, a Chapron two-door saloon and a Gangloff drop-head coupé. These both have Cotal gearboxes, though a five-speed synchromesh box can be specified. The engine is the well-known straight-eight, of 3.3-litres, and a supercharger is optional. The chassis, with beam front axle, is frankly pre-war, but I have definite knowledge that a new model is about to be announced. This is a 16-litre four-cylinder, of which both bore and stroke will be 79 mm. It will be the first independently sprung "Bug", and the type number, for the information of collectors, will be 102.

The new Fiat "1900" is a most interesting departure. The same body and chassis are used in this and the "1400", but the four-cylinder engine has a considerably longer stroke, though it is of identical bore. Whereas the smaller unit



BRITISH SWISS (Top) The attractive sports-coupé Singer "1500" with body by Michelotti, built in Switzerland.

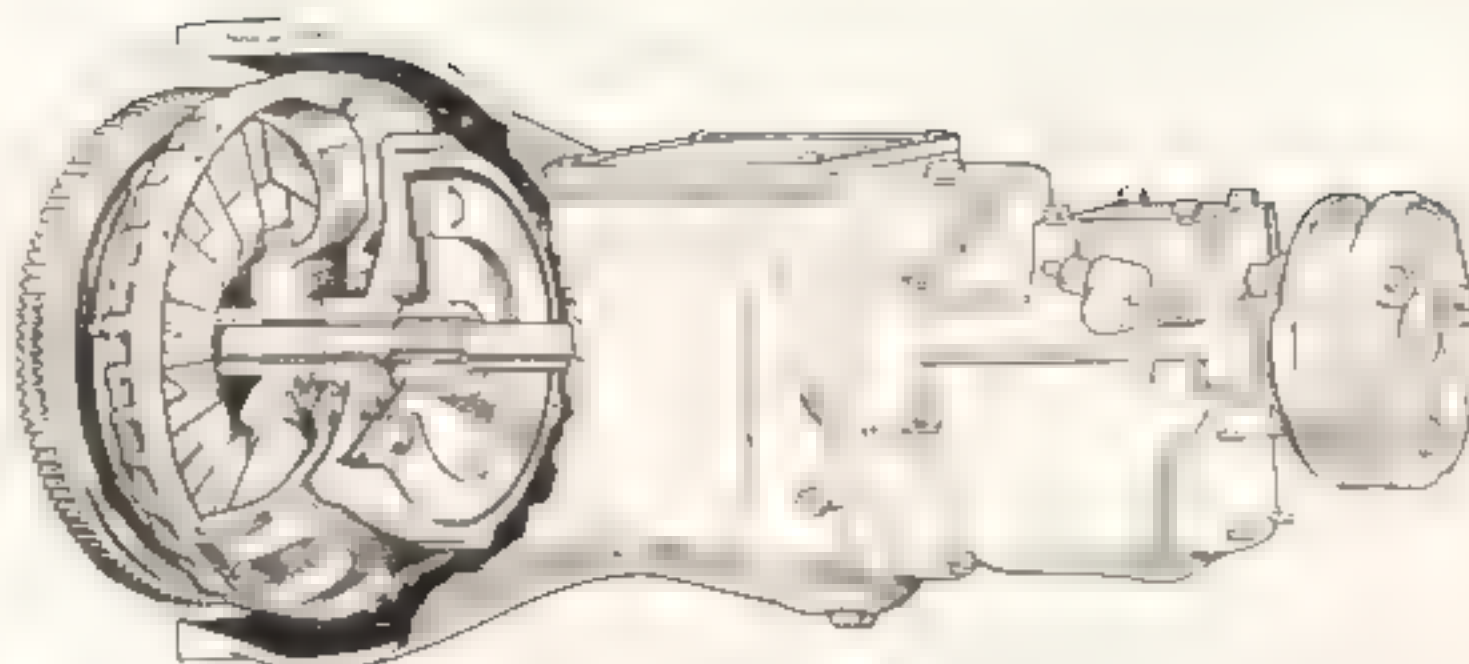
AMERICAN-ITALIAN (Centre) A Chrysler Special with Ghia body and Rudge wire wheels.

RACE-BRED (Left) The pretty 150 c.c. DB-Panhard and (right) a trio of competition models on the same chasis.

is considerably "over-square", with a bore and stroke of 82 mm. x 66 mm. (1,390 c.c.), the larger version is of 82 mm. x 90 mm. (1,900 c.c.). A power output of 58 b.h.p. at 3,700 r.p.m. is developed, instead of 44 b.h.p. at 4,400 r.p.m. With this motor comes a five-speed synchromesh gearbox, fourth gear being the direct drive. Most surprisingly, the normal dry single plate clutch is augmented by a fluid flywheel.

The inevitable streamlined coupe appears on the 8V chassis. Developed in the wind tunnel, the body is integral with a light multi-tubular frame, and is of stressed skin construction. This is a small, low car, having narrower seating accommodation than most of the new speed models. All four wheels are independently sprung on transverse wishbones, with enclosed coil springs. The four-speed synchromesh gearbox has a floor-mounted central lever.

The V-8 engine has a bore and stroke of 72 mm. and 61.3 mm. (1,996 c.c.). It gives 110 b.h.p. at 6,000 r.p.m. on an 8.5 to 1 compression ratio. The cylinders are set at the unusual angle of 70 degrees. A three-bearing crankshaft that is



A fluid-flywheel is a surprise innovation on the new Fiat "1900"

virtually in one plane is employed, but it is unconventional in having a 20 degree offset between adjacent big-end journals. As the crank-pins still overlap considerably, this does not appreciably weaken the shaft, and it does give an even firing order. All the valves are pushrod operated by a single camshaft.

This Fiat has wire wheels with knock-off caps, but they are covered by aluminium discs. A speed of 124 m.p.h. is claimed, and would appear quite feasible.

The new Siata also has the eight-cylinder Fiat engine. Of integral construction, the body is by Bertone. Except for a more rectangular grille, it looks like a smaller version of the Cunningham.

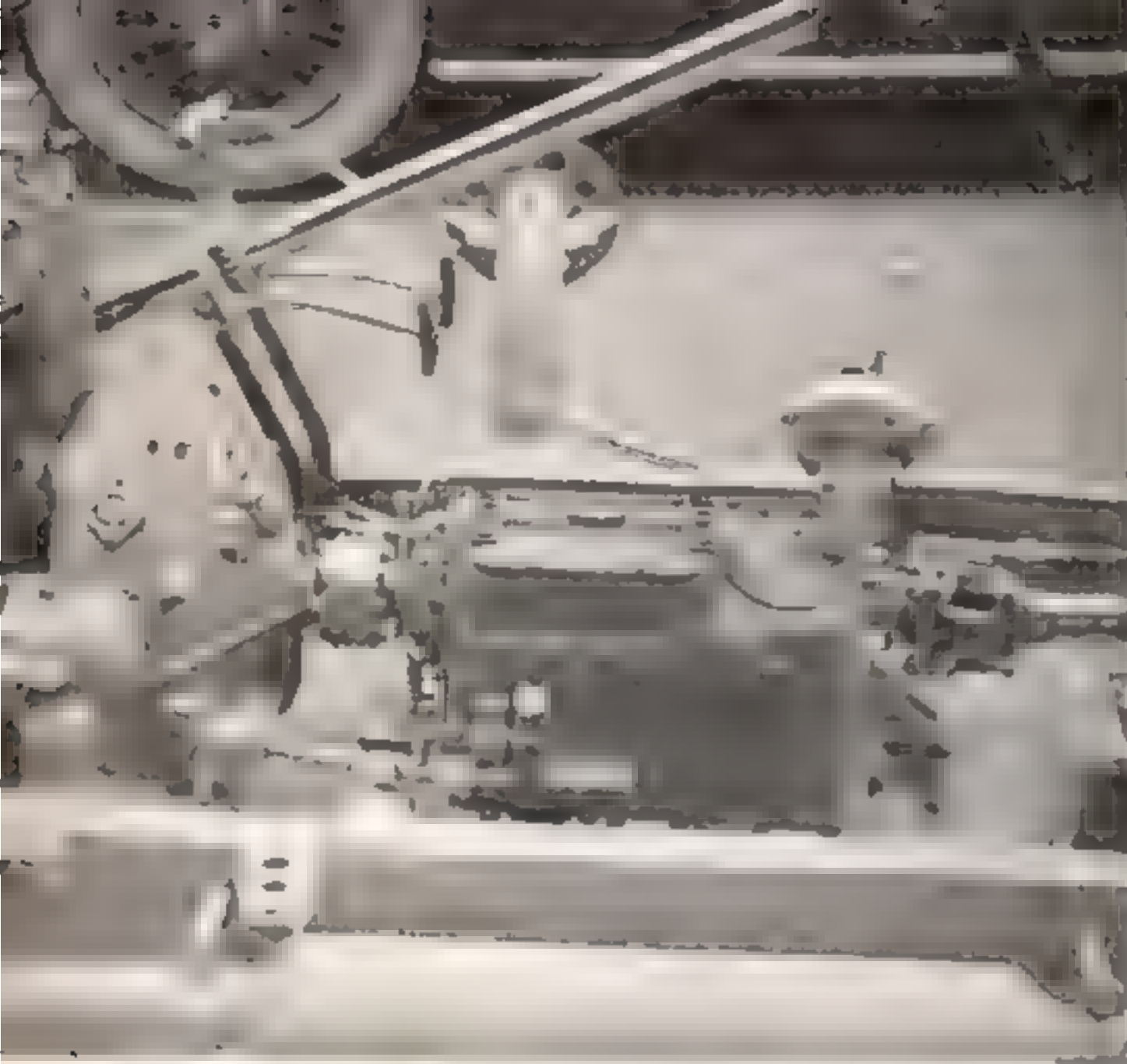
Gordini showed one of his 2-litre, six-cylinder racing-cars at the start of the exhibition, and this was a most popular stand with the public, who are appreciative of all that he is doing for national prestige. One is always captivated by a show-

(Continued on page 466)

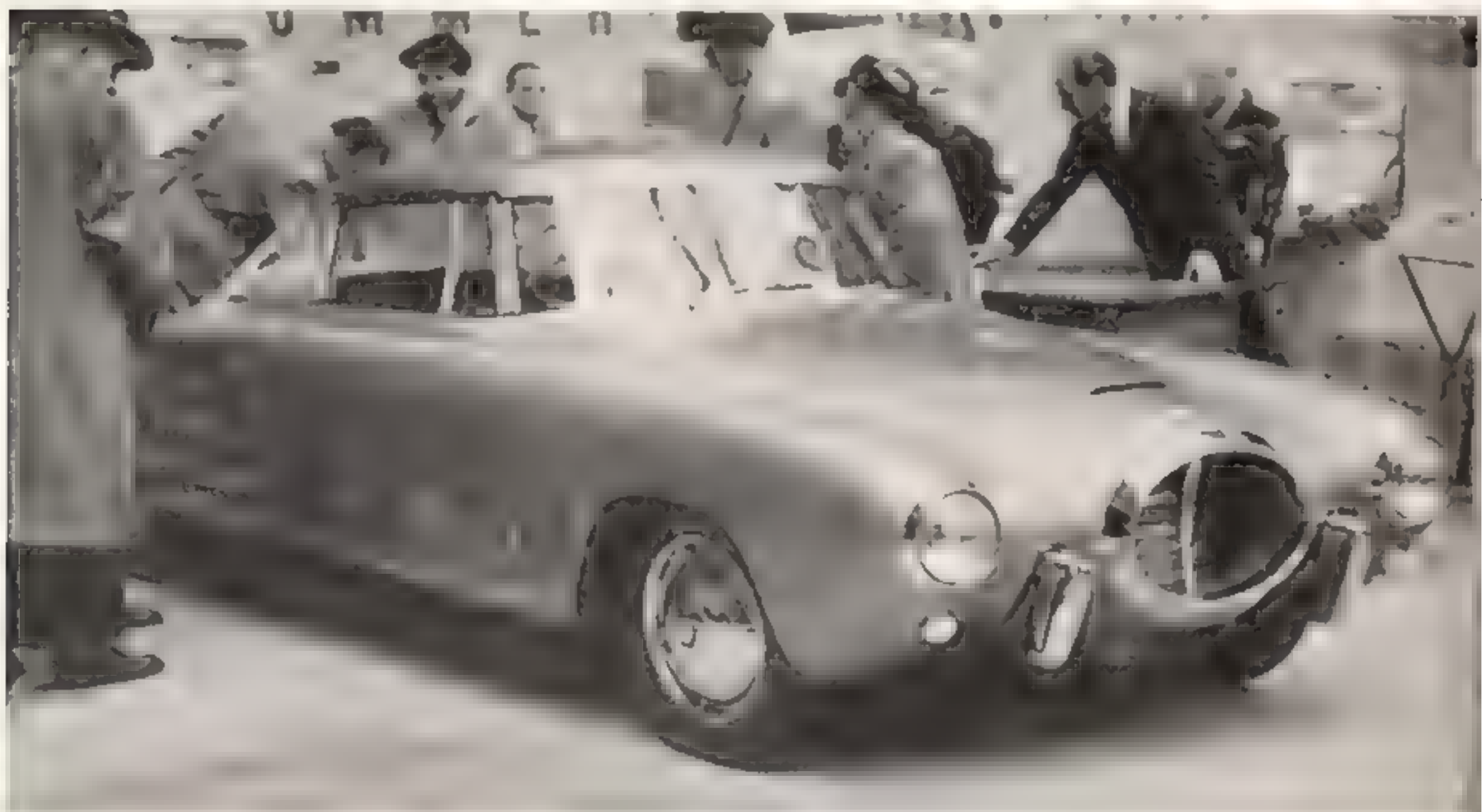


AUTOSPORT, OCTOBER 10, 1952

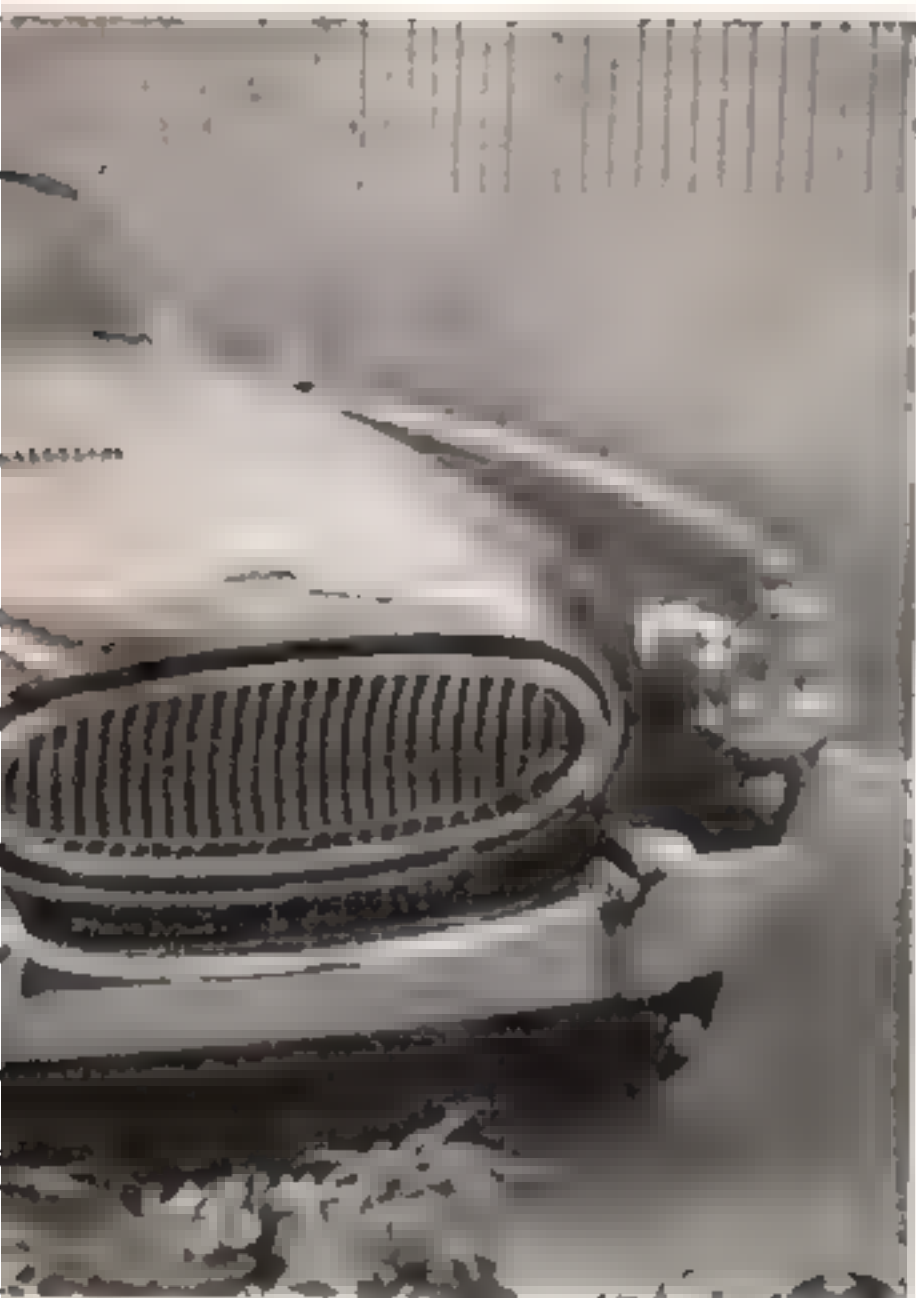
The 39th Salon d



IAGO (Above) The latest Iagons have a new method of controlling the Watson-type gearbox via a selector lever working in a gate-change in place of the more usual quadrant



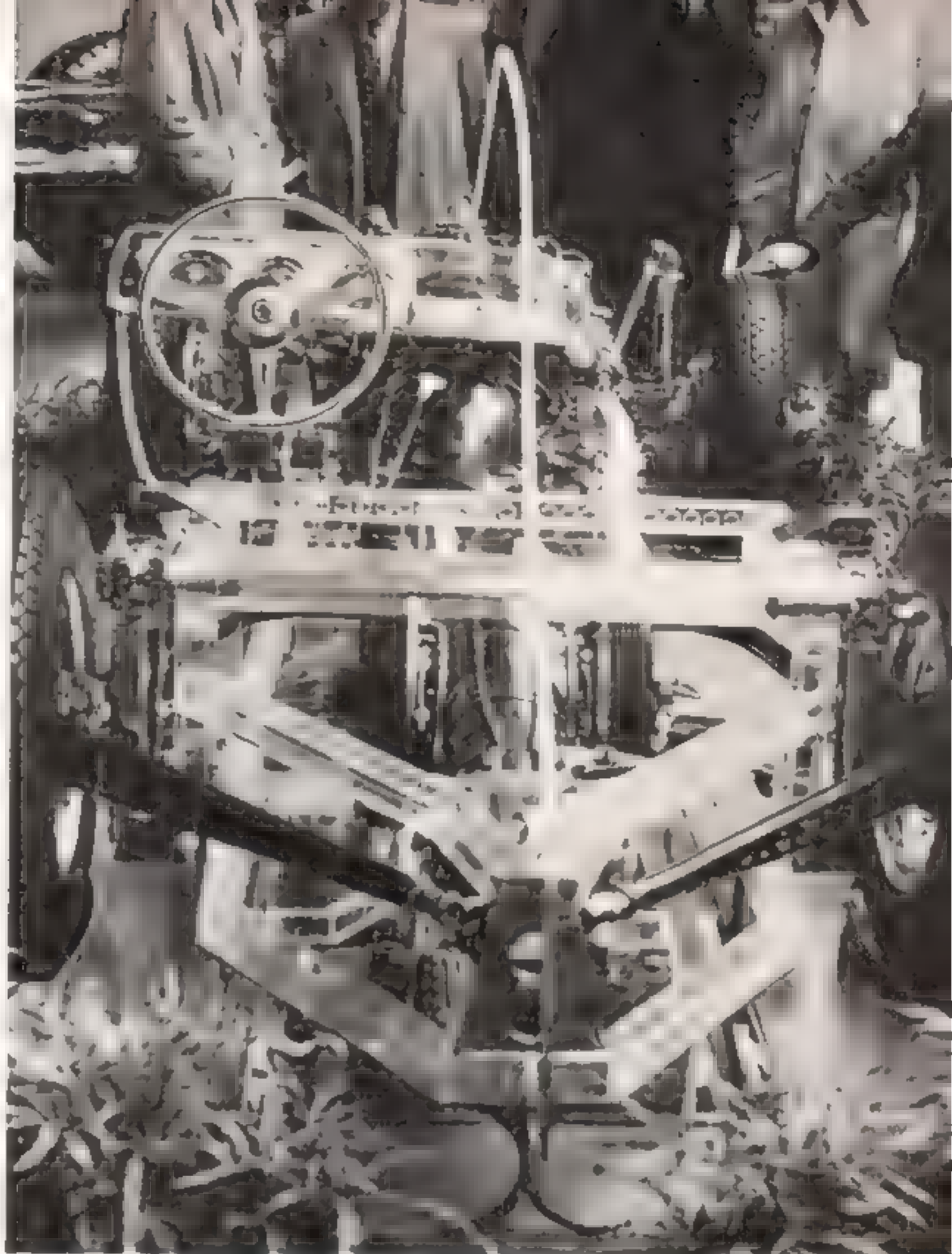
e l'Automobile



(Above) The Cunningham made its first appearance at a European motor show with this well-proportioned sports coupe by Vignale

★

(Right) Pegaso showed a beautifully executed Perspex chassis with engine, gearbox, back axle suspension units and so on



★

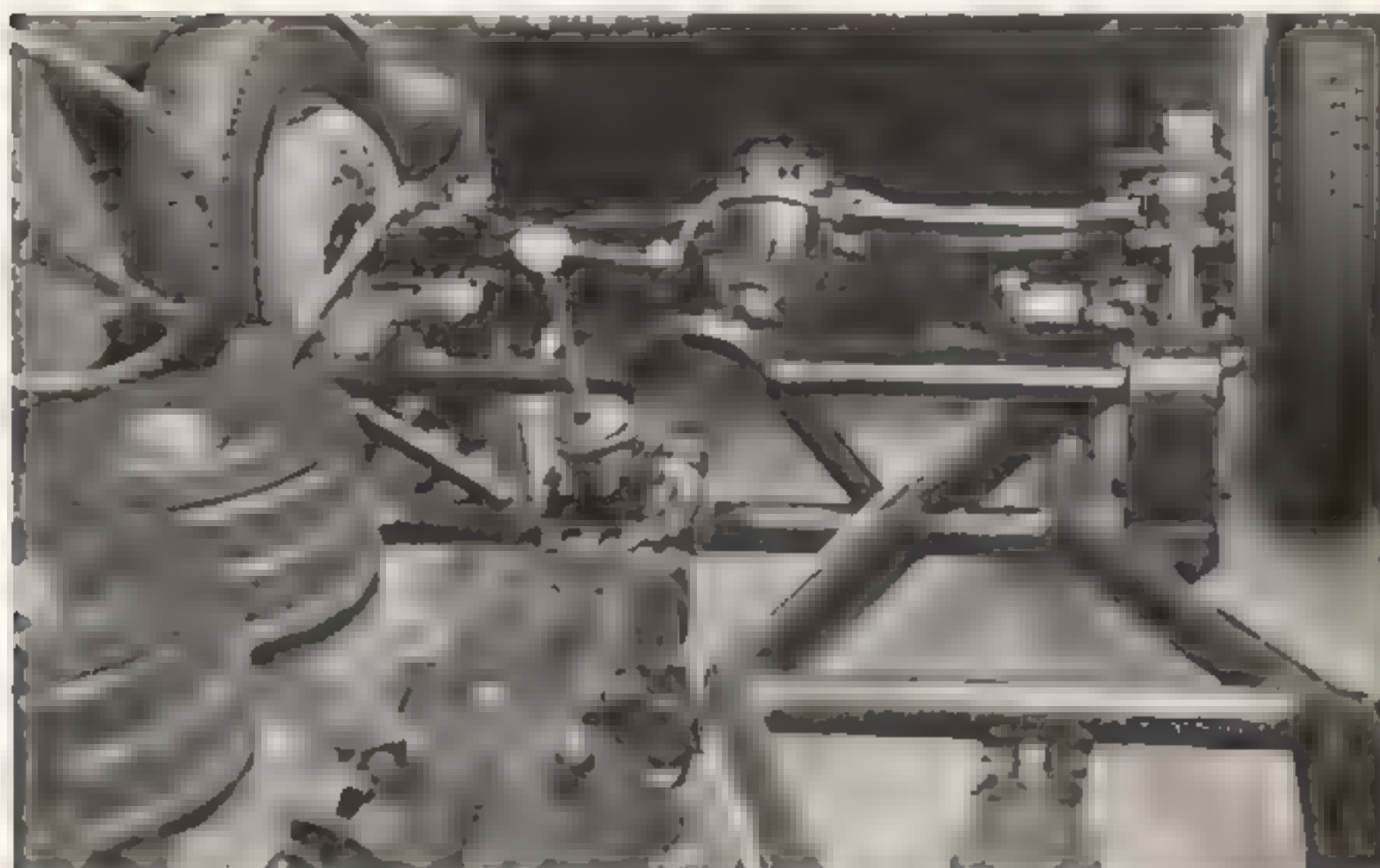
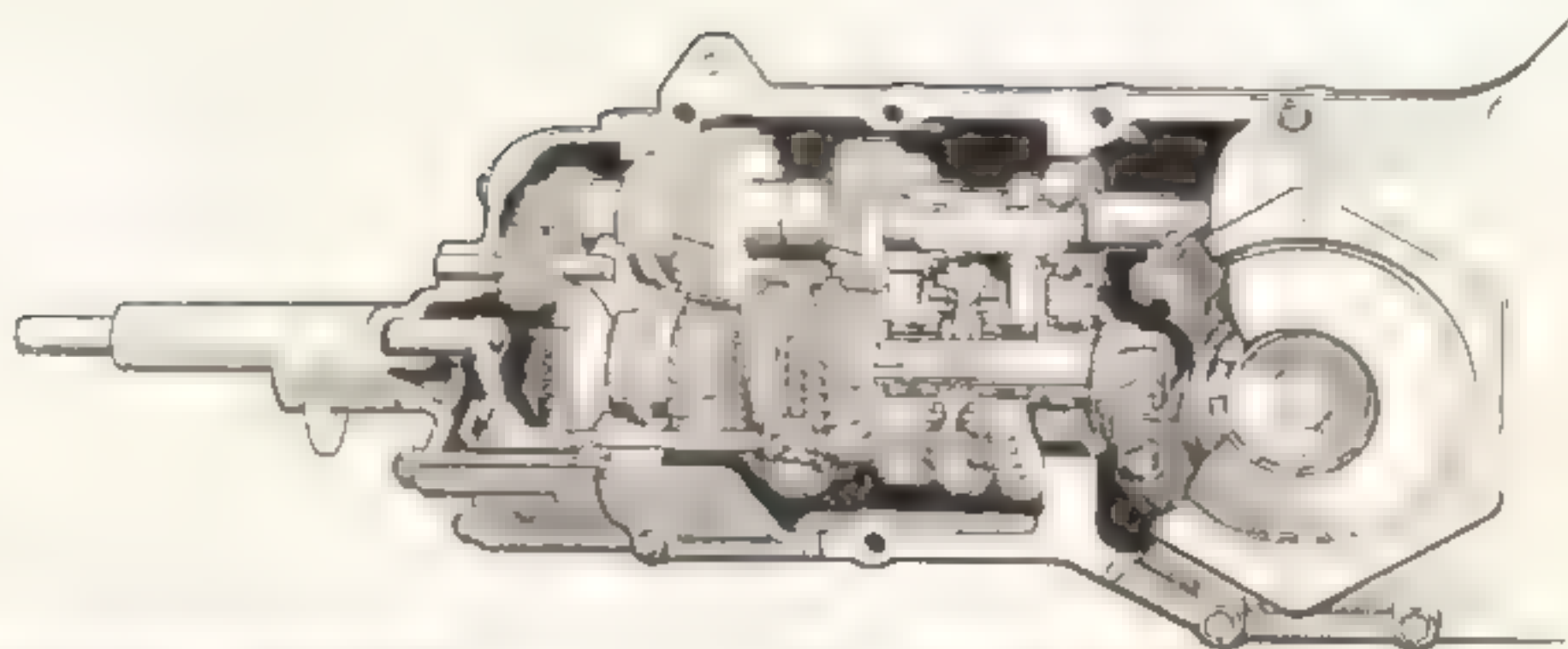
(Left) Another view of the extraordinary Farina-bodied Lancia Aurelia which has excited great interest

★

(Right) Bugatti's contribution included this convertible coupe by Gengloff on the 3.3 litre chassis



★
 All Porsche are now fitted with an entirely new type of synchromesh gearbox, which operates on the baulking ring system.
 ★



★
 The new 3-litre 1-12 Ferrari has a 4-speed gearbox and semi-elliptic rear springing controlled by parallel radius rods.
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The Salon -continued

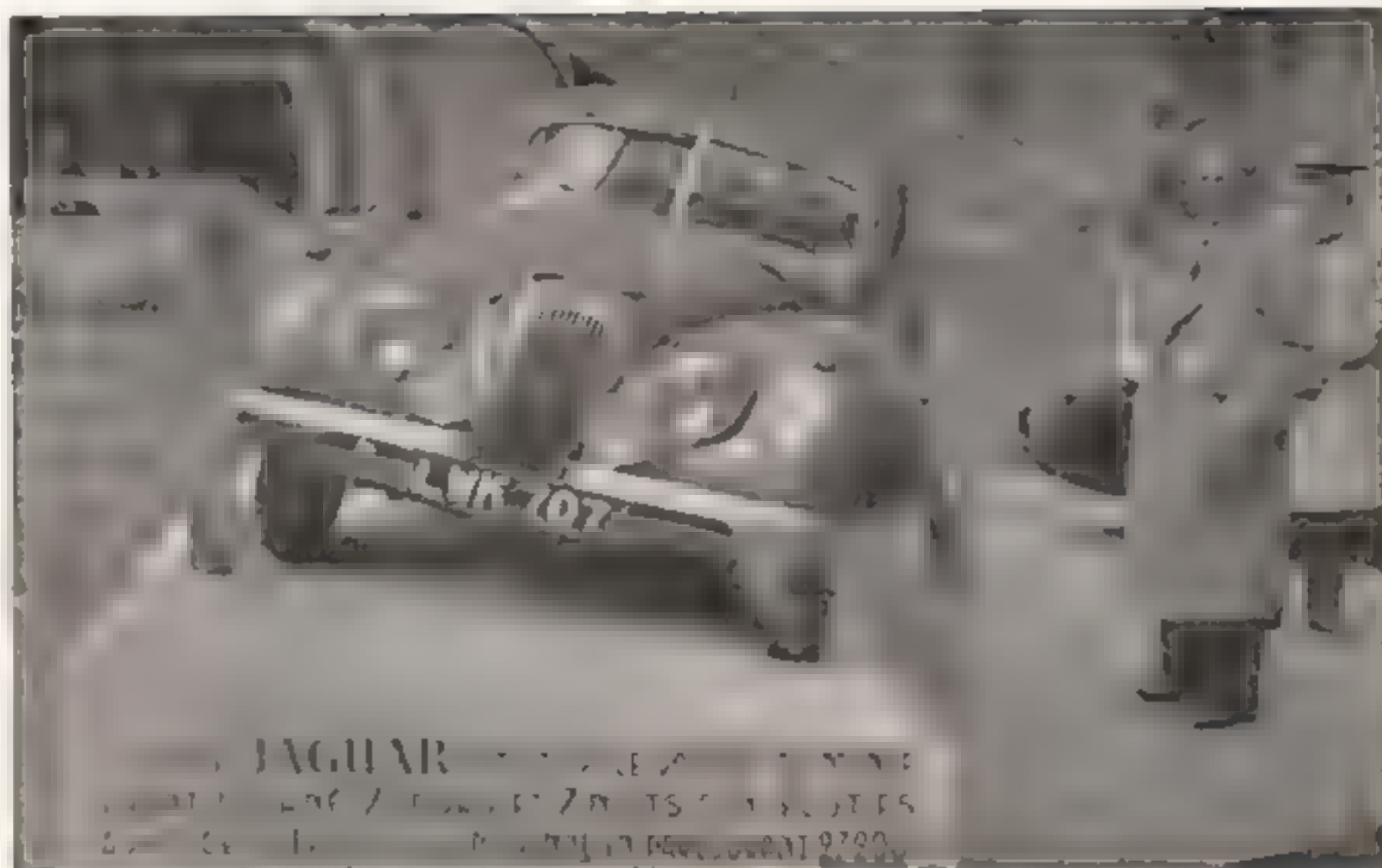
finished racer, and the immaculate blue machine looked as well at the Grand Palais as on the road circuits. It was later to be replaced by the immensely fast little 2.3-litre sports, which was not quite ready for the opening day. This has a six-cylinder power unit of 78 mm. x 75 mm (2,290 c.c.), which develops 160 b.h.p. at 6,000 r.p.m. on a compression ratio of 8.5 to 1. 'Formidable'.

Unfortunately, the new 3-litre Alfa Romeo "Flying Saucer" was not on show, and the well-known 1.9-litre twin overhead camshaft four-cylinder was again the backbone of the display. It is at present

John Bolster tries the seating of the Formula 2 Gordini; racing-driver Huari Schell is also seen



★
*For many months
 Centura Jaguar
 can now be seen at
 the Salon, and drew
 admiring crowds
 on opening day*
 ★



difficult to compare Italian cars with others, as firm price quotations are difficult to obtain.

The competition successes of the Porsche render it a car that must be investigated, and whether it was its racing fame or the extremely attractive appearance of the coupé body, the fact remains that this was one of the most crowded stands at the Salon. The Volkswagen-derived, rear-mounted, horizontally opposed engine can be had in 1,085 c.c., 1,286 c.c. or 1,488 c.c. forms, and although it does not produce a staggering power output (40 b.h.p., 44 b.h.p. and 55 b.h.p. respectively) the light weight and the clean aerodynamic form result in a very unusual performance. In the past, the machine has been criticized for a difficult gear change, but the new synchromesh box should entirely cure that complaint. It costs around £1,500 in France.

Of course, the "750"s were in evidence, and the Renault remains much as before, the cheapest model of the saloon costing about £450, at the current rate of exchange. The Dyna-Panhard, with its flat-twin air-cooled engine and front-wheel drive, costs over £600, except for the "Junior" open 2-seater, that is some £20 less.

The Panhard is available in various specialized forms, and the little blue streamlined DB coupé was one of the prettiest cars in the show. Entirely functional and undecorated, as befits a competition

vehicle, it would be difficult indeed to fault the lines of this one. Open sports versions were also shown, and the Callista four-seater drophead, a low car of great beauty, costing well over £900.

As usual, the Nardi-Danese was exhibited in chassis form. There are now two types, both of 750 c.c. One has an engine of BMW parentage, and shaft drive to a normal rear axle, and the other is propelled by a Panhard unit. The drive, in this case, is to the front wheels, and the rear suspension is on the swing-axle scheme. Both chassis are tubular, with light alloy tanks.

It is not necessary to discuss the British exhibits in detail, for the Earls Court show will soon be upon us. Suffice it to say that they reflected great credit on our industry.

Very properly, the "Century" Jaguar coupé of Leslie Johnson is featured on the stand, with a smartly turned out black and silver XK 120 two-seater with "whitewall" tyres, and a Mark VII saloon. The Aston Martin DB2, in fixed and drophead form, looked superb as always, and there were also a separate twin-cam engine and a similarly powered Lagonda, later to be supplemented by a newer body-styled version. The beautifully finished Bristols looked as modern as ever.

The Sunbeam-Talbot, with newly exposed rear wheels and bigger brakes, was attracting attention, for its international successes have made it a much-discussed car. There was

nothing that we have not seen before amongst the Nuffield or Austin ranges, but the French Press is inclined to compare the Austin A30 "Seven" unfavourably with their domestic small models on the score of appearance. At least partly British, the Nash-Healey, with Pinn Farina open two-seater body, was on the American Nash stand.

Completely new, a sporting two-seater coupé was shown on the 2-carburettor Singer "1500" chassis. Designed by Michelotti, and built in Switzerland, this low red and black creation is in the very latest idiom. The rear mudguards have small fins upon them, and one hopes that this model will be seen in England as a standard production.

The Mark VI Bentley appeared with its only recently introduced sports coupé body. This faster version of the famous car must indeed be a magnificent machine for luxurious high-speed touring. Lower and lighter than the standard Mark VI, the plain plated radiator, without a filler cap or mascot, gives it quite an unusual appearance.

A Continental-bodied Rolls-Royce was sold to an eastern potentate. M.G.s were represented by several well-finished and different coloured TDs—all carrying "immediate delivery" notices to Americans in Paris at \$1,460.

Finally, an exciting prototype must be mentioned, though production is not at present contemplated. This is the Socema-Gregoire, and

The Salon—continued

consists of a front-driven closed car of aerodynamic contours, driven by an internal combustion turbine. The "Cematurbo" unit is smaller than the Rover, and differs in several details, notably the epicyclic gear reduction. Nothing is yet known about performance, but this looks a really practicable installation.

JOHN BOLSTER

SALON CHATTER. Porsche, in addition to the 1,086 c.c. and 1,286 c.c. models of the Type "356", are listing the "1,500" and "1,500 Super" editions (not shown at the Salon). The last-named is actually the competition car. Brief engine specification is: 80 mm x 74 mm, 1,488 c.c., 8.2 to 1 compression ratio, 70 b.h.p. at 5,000 r.p.m. Maximum speed is given as 110 m.p.h. and figures for the standing kilometre are quoted as 37 secs. Latest Porsches will have the power units in front of the rear axle line.

Peguso are said to be busy in the design of a Formula 1 "3" for 1953. Gordini is known to favour an 8-cylinder engine for his future formula cars. "The Sorcerer" will probably stick to a "six" for 1953. . . . The general public were rather disappointed that Rovers did not show their "Jabbeke-Aetle" record-breaking, gas-turbine car on the stand. . . . Tony Vandervell was seen to be deeply interested in the 2-litre Gordini racer. . . . The D.B. people may have more than a little to do with the design of an entirely new Renault in the near future. . . . The latest Simca Sport is based on the successful Aronde and still has the Farina-influenced coupé body. . . . Neubauer and Fritz Riess were on the Mercedes-Benz stand on opening day. . . . The Accessories exhibits were even more varied than in previous Salons. . . . Lance Macklin and Peter Collins were to be seen doing a job of work on the Aston Martin stand. . . . Mr. and Mrs. David Brown were spotted in a party in France's "Steering Wheel"—the bar of "L'Action Automobile."

COUPE DU SALON MEETING

Manzon Easy Winner with 2.3-litre Gordini

GORDINIS once again showed their speed last Sunday at Montlhéry in the Coupe du Salon sports-car meeting. Robert Manzon led the field easily from start to finish with the 2.3-litre car, not at any time being harried by any opposition.

Manzon's team-mate Jean Behra drove a 1,490 c.c. Gordini Berlinetta very rapidly, keeping ahead of a similar car driven by Roger Loyer, but he could do nothing about Blanc in a 4½-litre ex-G.P. Talbot. Unfortunately Behra was eliminated with ignition trouble on the sixth lap, leaving Loyer to move up behind Blanc and win the 2-litre class ahead of a Porsche and Polledry's Ferrari.

The sole British competitor—and, indeed, the only foreign driver at the meeting—was A. P. Hitchings with a Cooper-M.G. Plug trouble delayed him after a promising start, however, and he did not finish the race—bad luck. On the sixth lap Blanc moved up to second place ahead of Marchand's 4.1-litre Ferrari saloon. Two laps later the latter came into the pits and retired with some unspecified trouble. Rene Bonnet's astonishingly fast blown D.B. was forced out of the race with clutch trouble. Earlier in the afternoon he had won the 1,500 c.c. production car event, lapping the road circuit at 76.18 m.p.h.

Altogether not a very exciting race, with nobody to give Manzon a real run for his money. Amongst the many car-less drivers present

yearning to join in were Lance Macklin, Peter Collins, Johnny Claes and Yves Giraud-Cabantous, while even yours truly was getting rather fed up with a pen and was beginning to look round for a steering wheel to get hold of. General consensus of opinion was that it was much more fun to do it than to watch it—which goes for pretty well any sport.

SIR JAMES SCOTT-DOUGLAS

COUPE DU SALON RESULTS

Production Cars.

Up to 750 c.c.: 1, Stempert (Dyna-Panhard), 68.55 m.p.h.; 2, G. Troes (DB-Panhard); 3, Leberquier (Renault).

Up to 1,100 c.c.: 1, Meneau (Dyna-Panhard), 64.55 m.p.h.; 2, Mine-Foufounis (Simca); 3, Cornet (Simca).

Up to 1,500 c.c.: 1, R. Bonnet (DB-Panhard), 76.18 m.p.h.

Production Cars (High Performance).

Up to 2,000 c.c.: 1, Renaldi (Ferrari), 78.65 m.p.h.; 2, Profichet (BMW).

Up to 3,000 c.c.: 1, Pagnibon (Ferrari), 81.19 m.p.h.; 2, Poch (Peugeot).

Over 3,000 c.c.: 1, Simone (Jaguar), 81.85 m.p.h.; 2, Roboly (Jaguar); 3, Lottin (Jaguar).

Sports Cars.

Up to 750 c.c.: 1, Chancel (Dyna-Panhard), 74.43 m.p.h.; 2, Marcu (Dyna-Panhard).

Up to 1,100 c.c.: 1, Ampoulie (Gordini), 73.91 m.p.h.; 2, Lambert (Lambert).

Up to 2,000 c.c.: 1, Loyer (Gordini), 84.19 m.p.h.; 2, Dauwe (Porsche); 3, Polledry (Ferrari).

Over 3,000 c.c.: 1, Manzon (Gordini), 93.34 m.p.h.; 2, Blanc (Talbot).

INTERNATIONAL CHARTERHALL TOMORROW

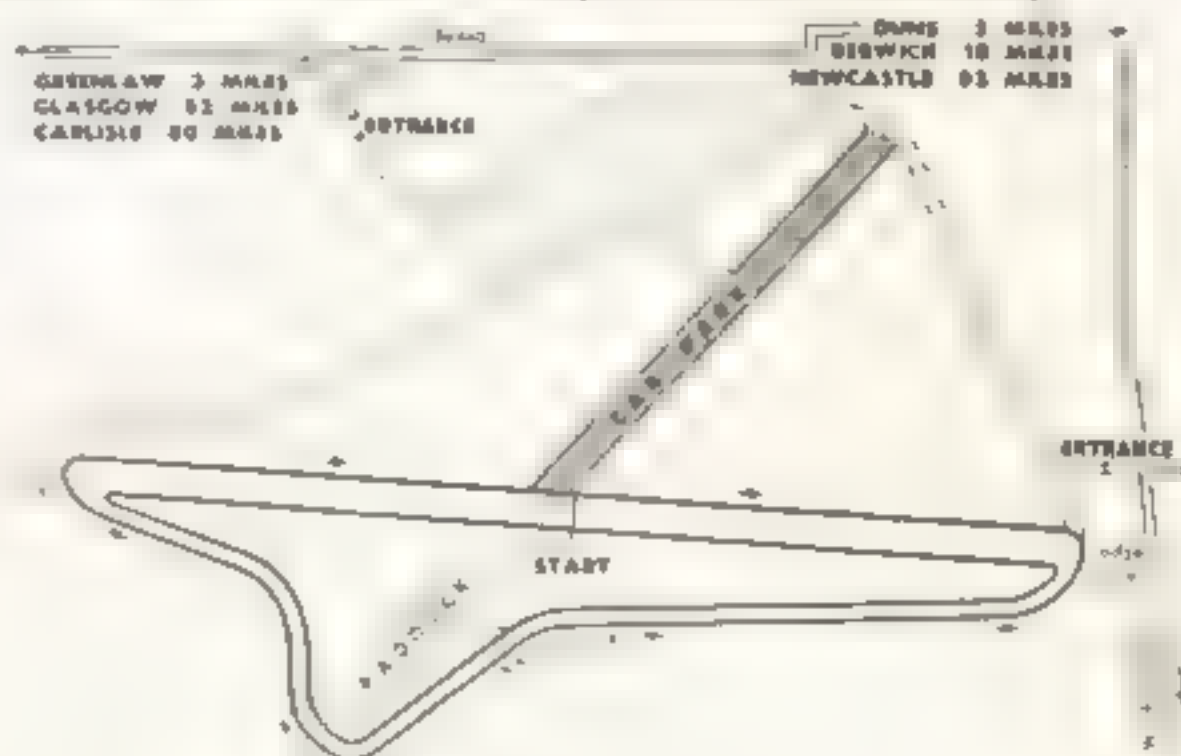
Farina, Bira, Rosier, Giraud-Cabantous and B.R.M. Team at Big Scottish Meeting

NO question that tomorrow's International race meeting at Charterhall should be one of the most interesting of our Scottish season. The Winfield Joint Committee and their sponsors, the *Scottish Daily Record*, have succeeded in attracting the finest assembly that has ever come north, as it includes Farina (Thin Wall Ferrari), Bira (Osca), Cabantous (Talbot), Rosier (Ferrari), Gaze (H.W.M.), Claes in a Gordini and the B.R.M. drivers, probably Gonzalez, Parnell and Wharton, as at Goodwood.

The programme includes an 80-mile *Formule Libre* race in which the three B.R.M.s will take part and *Leone Fosse* may add to their triumphs in their familiar Jaguars, which will be driven by J. A. Stewart, Bill Dobson and Sir James Scott-Douglas, while Norman Anderson will drive the Cooper-Bristol which is also under David Murray's management.

A. N. F.

Map of the 2-mile Charterhall airfield circuit, situated three miles from Greenlaw, Berwickshire, near the main Edinburgh-Coldstream road.





HURRYING "HURG": P. L. Thompson (H.R.G.) putting the urge on during one of the tests in the Severn Valley M.C.'s recent Shropshire Rally

News from the Clubs

M.C.C. GYMKHANA MEETING

A number of interesting gymkhana tests will be staged by the M.C.C. at Hunsdon Aerodrome, Herts, on 12th October. Cars and motor-cycles will compete, and late entries may be accepted up to the start, if numbers permit. The meeting begins at 2 p.m.

THE LEINSTER VETERAN CAR RUN

Amazing Spectator Interest Shown in Leinster Club's Fifth Annual Event

THE predominating feature of the Leinster M.C.'s fifth annual veteran car run from Dublin to Naas was the fantastic number of people who turned out to line the route over the whole 30 miles. Hundreds of cars and many thousands of people were to be seen all along the route. As Dudley Colley so aptly puts it in his programme description of the event: "The average spectator laughs with—rather than at—the veterans" and the admiration for past craftsmanship, still surviving the tests of time, is given unstintingly.

In a country with such a small pre-1939 motoring population the entry of 34 cars received by the Leinster Club was praiseworthy and the condition of some of the better maintained machines was astonishing. The depot in Phoenix Park was again the rallying point but this year the old cars were driven through the centre of Dublin City itself.

Only two cars failed to complete the course under their own steam: G. Briggs' 1904 Rover and Jimmy Millard's 1913 Wolseley. The latter had really bad luck for the second year. Last year his car refused to move beyond the Phoenix Park itself, whereas this year all was going well until near Rathcoole the ill-mannered driver of a modern biscuit box saloon cut-in in an unbelievable manner on the old Wolseley and Jimmy had to slap on the transmission brake to avoid ramming him, there was an unpleasant

crunch and the tired old crownwheel and pinion gave up the ghost. So, for the second year, the Millard sideboard is graced with that unspeakably rude but amusing award The Hard Luck Trophy, an enormous ebony plinth decorated with a small broken gear wheel (most appropriate!) surmounted by the tiniest of tiny silver cups!

Much last-minute panic was caused when Torrie Large's magnificently maintained 1912 Wolseley landaulet refused to commence near the start. However, ignition trouble was rectified and after a late start he arrived well ahead of time at the halfway check in Rathcoole! Talking of times, Dermot O'Clery's superb 1895 Arrol-Johnston, which won the Naas Trophy (for veteran adjudged in best presentation mechanically and in coachwork) both last year and this year, was no less than 37 minutes ahead of its allotted time at the halfway check! Having to maintain a speed of between 3 and 7 m.p.h. it was reported by the police car escort preceding it as maintaining a speed of over 40 m.p.h. in places!

The most modern of the competing cars was the truly magnificent 1924 Mors of J. Ellis. This modern, sporting-looking seven-seater is in incredibly fine condition, and, what is more, the car is in constant use and recently completed a 1,000-mile holiday tour in the tough West and South-West of Ireland, treating the performance with scorn. Another machine in superb condition was the 1910 Adler of trials driver Victor Ross.

Motor-cyclist Dudley Ryder and Terry Hill chose as their mount a 1920 Singer 10 two-seater and as their costumes policemen's uniforms of the old fashioned type, the car being equipped with a very modern-looking police-car type short-wave wireless aerial mounted on the dickey seat and the whole outfit causing tremendous amusement.

D. Dickson's 1901 De Dion had been found driving a turnip cutter on a farm in Wicklow and purchased for fifty shillings! The 1903 Benz of C. W. Taylor was buried under 30 tons of coal from

1904 until 1938 and P. Flanagan's 1922 model T Ford was discovered being taken to a dump on a lorry and rescued! The 1902 De Dion entered by Kevin Murray and driven by his father is a most modern-looking vehicle for that date and still in wonderful condition.

Such tremendous public interest for an event of this nature was very welcome and was far greater than is ever seen at any other motoring event, road-racing included! The Leinster Club are to be congratulated on their organization of the event, but if a criticism could be levied it is that it was a pity that all the cars could not have been on display at the finish to satisfy the eager spectators waiting there.

H. A. O'B.

(Results published in last week's issue)

ALLARD O.C. CLUB MEETING

IN addition to the Alpine Rally film to be shown at the next Allard O.C. meeting at the Abbey Hotel, N Circular Road, N.W.10, at 7.30 p.m. on 14th October, members and friends will also see an exclusive sound film of the 1952 Monte Carlo Rally.

MAGNETTE REGISTER

THE M.G. Mquette Register is making steady progress, and now has members in all parts of the country, as well as in N. Ireland and the U.S.A. The first "News Letter" has now been published, and an appendix gives useful information on spares.

One aim of the Register, apart from that of securing more and more members, is to run a three-car team in next year's 750 M.C. Six Hours Relay Race and similar events. Those seeking information on the Mquette Register should write to Henry J. Nicholls, of 5 Ludlow Way, Hampstead Garden Suburb, London, N.2.

CAMBRIDGE 50 HILL-CLIMB

DRIVING a Morgan Plus-Four, B. Hastings made B.T.D. in 21.9 secs. at the Cambridge 50 C.C.'s hill-climb at Great Chishall, on 28th September. Joint runners-up with times of 22 secs. were W. A. Scott-Brown in his M.G. TD and P. Rayner-Green (Ford V8 coupé). The latter won the Open Championship class.

RESULTS

Class 1 (up to 1,500 c.c.): 1, W. A. Scott-Brown (M.G.), 22 secs.; 2, J. Pratt (Bugatti Type 37), 22.4; 3, J. West (H.R.G.), 23.4.

Class 2 (over 1,500 c.c.): 1, B. Hastings (Morgan Plus-Four), 21.9 (B.T.D.); 2, F. Smith (4½-litre Bentley), 22.9; 3, A. G. Cooper (Triumph), 25.8.

Class 3 (Closed cars): 1, P. Rayner-Green (Ford V8), 24.8; 2, J. A. Giles (Ford V8), 24.7; 3, B. D. S. Ginn (Javelin), 25.2.

Class 4 (Open Championship): 1, P. Rayner-Green (Ford V8), 22; 2, B. Hastings (Morgan), 22.2; 3, W. A. Scott-Brown (M.G.), 22.5; 4, J. H. Pratt (Bugatti), 22.9.

News from the Clubs—continued

PROPOSED BMW REGISTER

The first bulletin of a proposed BMW Register, for the exchange of experience and information and the pooling and disclosure of spares and their sources, has now been issued. Forty-six BMW owners have been contacted to date, and it is hoped to hold an inaugural meeting on 7th or 28th November, or 5th December, somewhere in Central London.

Like other one-make clubs, this association should prove of the utmost value to BMW fans, who are advised to get in touch with R. J. T. Hewitt, 5 St Leonard's Court, East Sheen, SW 14. Telephone number PROspect 2177.

S.C.C. OF NORFOLK EVENT

A successful "Night Hunt", organized by the Sporting Car Club of Norfolk, attracted 24 entrants to the Norwich starting-point on the evening of 4th October. The competitors—or rather those 10 who correctly interpreted the rhymed clues—made their way via Drayton, Horsford and Worstead to Costessey, finishing at the Ferry Inn, Horning, and the event was won by W. B. Black (Renault), with Mrs. D. Dewing (Morris) second, and J. A. Forsythe (Healey) third.

The Club, membership of which now tops the 150 mark, sports a most attractive car badge which, we are told, is much sought after.

CITROEN C.C. NIGHT RALLY

ON 20th/21st September the Citroen Car Club departed from their usual type of reliability trial with an all-night rally from Chelmsford to Cambridge. Entrants had the advantage of good visibility for the first section to Hatfield Peverel, and thence through Heybridge, Tolleshunt d'Arcey and Colchester, after which they had to maintain the same average speed without reference to speedometers. All the participants arrived safely at Claydon, near Ipswich, with the exception of an overseas member who inverted his 2 c.v. model and later returned to London.

At 2.03 a.m. the first competitor left the control with nine six-figure map references to investigate inside three hours, and good average speeds were maintained on the final section from Buntingford to the Market Square in Cambridge.

RESULTS

1. J. B. Layton (navigator—Glott), marks gained 33; 2. L. Gale (navigator—Wilson), marks gained 26; 3. J. Miller (navigator—Harvey), marks gained 17.

LONDON RALLY RESULTS

The London M.C. announce that the provisional results of their London Rally stand as published, with the following corrections:—

A. S. McDonald (H.R.G.)—Member's Trophy. Mrs. D. Reece—"Best All-Ladies' Crew" Co-driver Award. C. R. Shaw Key (Austin)—Novices' Trophy Class 2a. N. J. Bennett (Riley)—Finisher's Award. A. Caunt—should be classified as "retired".

EIGHT CLUBS EASTBOURNE RALLY

In order to shorten and simplify the event, the organizing Committee has decided to abandon the proposed telegraphic start in the Eight Clubs Eastbourne Rally on 17th/18th October.

The first car (1,100 c.c. class) will leave the Stonehouse Hotel, Hatfield, at 7.30 p.m. on Friday evening, and drivers will be required to present their cars for scrutineering half an hour before their due departure time. Final instructions are being posted to all entrants.

As this revision of the starting arrangements may enable members to enter ~~who~~ previously could not do so, a limited number of late entries will be accepted up to noon on Monday, 13th October, and should be sent to the Secretary of the Meeting, A. A. Bolsom, 6 Alverstone Road, London, N.W.2.

FALCON M.C. NIGHT NAVIGATION TRIAL

SOME really hard work for navigators and drivers is anticipated in the Falcon M.C.'s Night Navigation Trial on 18th/19th October. Six-figure map references will be given on a 11½ in. x 11½ in. course which is covered by Sheet 147 of the one inch Ordnance Survey, and time checks and special tests included. The event will start from St. Mary's Square, Hitchin, at 10 p.m., and the closing date for entries at the normal fee is 11th October. Secretary of the Meeting: P. G. Elbra, St. Christopher's School, Letchworth, Herts.

750 M.C. NIGHT TRIAL POSTPONED

OWING to extreme pressure of work which has afflicted the organizer, Ken Bickle, the 750 M.C. Second Night Navigation Event, which was to have taken place on the 11th-12th October, has had to be postponed until 15th-16th November.

As successor to the very popular "Olga" event of last April, this event has been eagerly awaited and is sure to be well supported by 750 M.C. members, who can be assured of a first-class night's entertainment.

NEW SWANAGE C.C.

A ~~new~~ general meeting with 40 members in 40 a new Swanage District Car Club was formed in 25th September, since which date the membership has already increased considerably. Events which the club hopes to arrange include rallies, trials, map reading and social runs, together with social functions during the winter, while a speed trial on the promenade is planned for next year. The club's first event will be a 45-mile closed trial on 19th October, mainly in Parbeck.

Officials: President, D. C. G. Sydenham; Chairman, L. McPherson; Hon. Sec., A. E. R. Gray; Asst. Sec., W. A. F. Hale and E. C. Whitten; Hon. Treasurer, C. J. Evans; Committee, Messrs. W. Miles, P. Barratt, J. E. Swaine, G. Hick, J. Dean, K. W. Greenwood, W. E. F. Street, A. Hollister, Major Love, Mrs. P. D. Harris and Miss Harris.

"AUTOSPORT" DIRECTORY OF THE CLUBS—15

Bolton-le-Moors Car Club



President: Alderman T. P. Dunning, J.P. past Mayor of Bolton

Vice-Presidents: L. Glaister, T. Glaister, F. Balmforth

Open to: All interested in motor sport (cars) subject to election by the General Committee

Caters for: Rally and Driving Tests, and events of a similar nature, for cars only

Principal Events: Bolton-le-Moors Car Club Rally Driving Tests (mid-March). Closed Club events held monthly

Headquarters: King William IV Inn, Turton

Meetings: One event each month, in addition to the usual social function

Bulletin: Monthly; 4-6 pages, at present duplicated Editor, J. W. Horridge, address below

Whether Associated with R.A.C.s: No

Approximate Membership: 120

Prominent Past or Present Members: H. G. and P. B. Reece, E. G. W. Ainsworth, G. H. Smith, etc.

Annual Subscription and Entry Fee: No entry fee. Annual Subscription: £1 1s. for single membership; £1 11s. 6d. for double membership (e.g., husband and wife with one car).

Hon. Secretary: J. W. Horridge, Castle Hill, Birtle Bury, Lancs. Telephone, Bury 986



J. W. Horridge
Hon. Sec.
Bolton-le-Moors

A.C.O.C. AT REDHILL

The usual type of driving test event was enlivened by the A.C.O.C. on 24th September, by the addition of a 40-m. road section, half the entry coping with this while the other half romped round the test. The road section consisted of three marshalled points and one other at which a question had to be answered and, as in the Club's "Rally Round" in April, competitors were required to estimate their arrival times at the marshalled points and at the finish, no early departures from the former being permitted, and penalties being exacted for lateness.

The driving test part consisted of several variations on the usual theme—that of combining a number of tests to make one long continuous one—each competitor having two runs at it. Unfortunately heavy rain set in halfway through the afternoon, and with markers being blown down, white lines washed away, and marshals and open-car competitors rapidly becoming waterlogged, it was decided to abandon the second runs for those who had first completed the road sections, all positions being worked out on first runs only.

The sensation of the day was the success of E. G. Walsh (S.J.C.C.) who, for the third year running, drove his Javelin to victory. R. G. Forster (A.C.O.C.—B.S.A.) was second, Ness (Hants and Berks—Ford Special) third and W. D. Hurlock (A.C.O.C.—A.C. post-war saloon) fourth. Fifth place was tied between J. A. McCusker (A.C.O.C.—1922 A.C.) and A. S. Bennett (S.O.C.—Singer).

Only four competitors returned penalty-free sheets in the road section: McCusker (who made best time), Forster, P. Phillips (750 M.C.—Austin Ten) and Bennett. Four also returned clean sheets for the test: Ness, Walsh, McCusker and W. M. B. Smith (A.C.O.C.—Morris Eight).

McCusker's effort with the 1922 Anzani A.C. in both sections of this event was particularly meritorious, only his time in the test robbing him of a higher place—five seconds less, and he would have moved up to third. Hurlock took the Club's own award for the highest-placed member driving an A.C. There were 30 entries, three non-starters, and two retirements.

COMING ATTRACTIONS

October 10th-11th. M.G.C.C. Weston Rally. Starting points, Manchester and Stratford-on-Avon, 9 p.m.

October 11th. Winfield Joint Committee Race Meeting, Charterhall, Berwickshire. Start, 2 p.m.

Nottingham S.C.C. (N. Staffs) M.C. Race Meeting, Silverstone. Start, 12 noon

Shenstone and District M.C. Buxton Rally. Starting points, Shenstone, Staffs, and Grindelford or Hatherage, Yorks

Newry and District M.C. "Highest Up", Ballyaghally. Start, 2.30 p.m.

Morgan 4/4 Club Driving Tests Brighton and Hove M.C. Night Trial, Sussex.

Wirral 100 M.C. Speed Trials Rhymwyn, near Mold, N. Wales. Start, 1 p.m.

October 11th-12th. Sunbeam-Talbot O.C. Rally, Torquay. Riley M.C. (N.E.) Trial, Scarborough

October 12th. Half-Litre Club Race Meeting (F), Brands Hatch. Start, 2 p.m.

A.C.O.C. Rally and Signpost Crawl, near Henley-in-Arden. Meet "Fleur de Lys", Lonsford, 12 noon

Hants and Berks M.C. Driving Tests, California-in-England, Berks Start, 11 a.m.

Huddersfield M.C. Trial, Yorks. Taunton M.C. Allen Trophy Trial Start, Otter Vale Garage, near Honiton, Devon, 10.30 a.m.

Kentish Border C.C. Trial, Sussex Pathfinders and Derby M.C. Driving Tests, Derbyshire.

Welsh Counties C.C. Hwlwood Trophy Rally

Limerick M.C. Autumn Trial

ANNUAL CONFERENCE OF THE CLUBS

The R.A.C. will hold the Annual Conference of British Motor Clubs at Pall Mall, London, S.W.1, on Friday, 31st October. Chairman of the Conference will be Mr. Wilfred Andrews. Racing and speed events will be dealt with in the

morning session, commencing at 11.30 a.m., and trials and rallies will come up for discussion in the afternoon.

ASTON MARTIN O.C. FILM SHOW

The first of this winter's A.M.O.C. film shows will take place at the British Council Theatre, Hanover Street (off Regent Street), starting at 7.0 p.m. on Wednesday, 29th October. A full-length feature, "To Please A Lady", with Clark Gable and Barbara Stanwyck, will be shown. Refreshments will be available, and admission is by numbered programme—price 3s. 6d.—obtainable from George Taylor, Orchard Cottage, Siampond Lane, Walton-on-Thames. Programmes should be ordered in advance, as no money may be taken at the door.

NEWRY "HIGHEST UP"

The narrow winding hill near Ballyaghally, Co. Down, will again be the scene of motoring endeavours on 11th October, when the Newry M.C. repeat their popular "highest-up" competition. The winner in this closed event is, of course, the member who succeeds in urging his vehicle highest up the hill, and marks for the Aggregate Shield Competition will be awarded.

BOSSOM TROPHY TRIAL

On 26th October, the Maidstone and Mid-Kent M.C. hold their Bossom Trophy Trial in Kent. Supplementary regulations can be obtained from the Secretary of the Meeting, P. G. Newman, of 48 Chamberlain Avenue, Maidstone, Kent. Clubs invited to take part are London M.C., Chiltern C.C., North London Enthusiasts' C.C., Southsea M.C., Hants and Berks M.C., Kentish Border C.C., and 750 M.C. Entries close on Monday, 20th October.

NORTH LONDON ENTHUSIASTS' C.C.

On Thursday, 30th October, Stirling Moss and John Eason Gibson will talk on this year's motor racing to the North London Enthusiasts' C.C. and friends at "The Century", Forty Avenue, Wembley. The meeting opens at 7.30 p.m., and will be open to all who wish to attend.

CLUB FIXTURES

Singer O.C. (Eastern Branch)—Dinner Dance, 10th October

Bentley D.C. Meetings, 1st October—The Fox, Bentham, 11 a.m.—12.30 p.m.; From 1.30 p.m. to 6 p.m. Kings Head Hotel, Richmond, 6 p.m.

W.D. Club—Speed Meeting, 15th October, The Avenue, The Dorchester Hotel, 7 p.m.

Thames Estuary A.C. 1st Show, 15th October, 7 p.m. H.M. Waterside, Newham

Clarendon C.C. Meeting, 14th October, Aberystwyth, 10 p.m.

Lancashire Club—Northern M.C. 14th October, Race Cross Hotel, Ayr, 10 p.m.

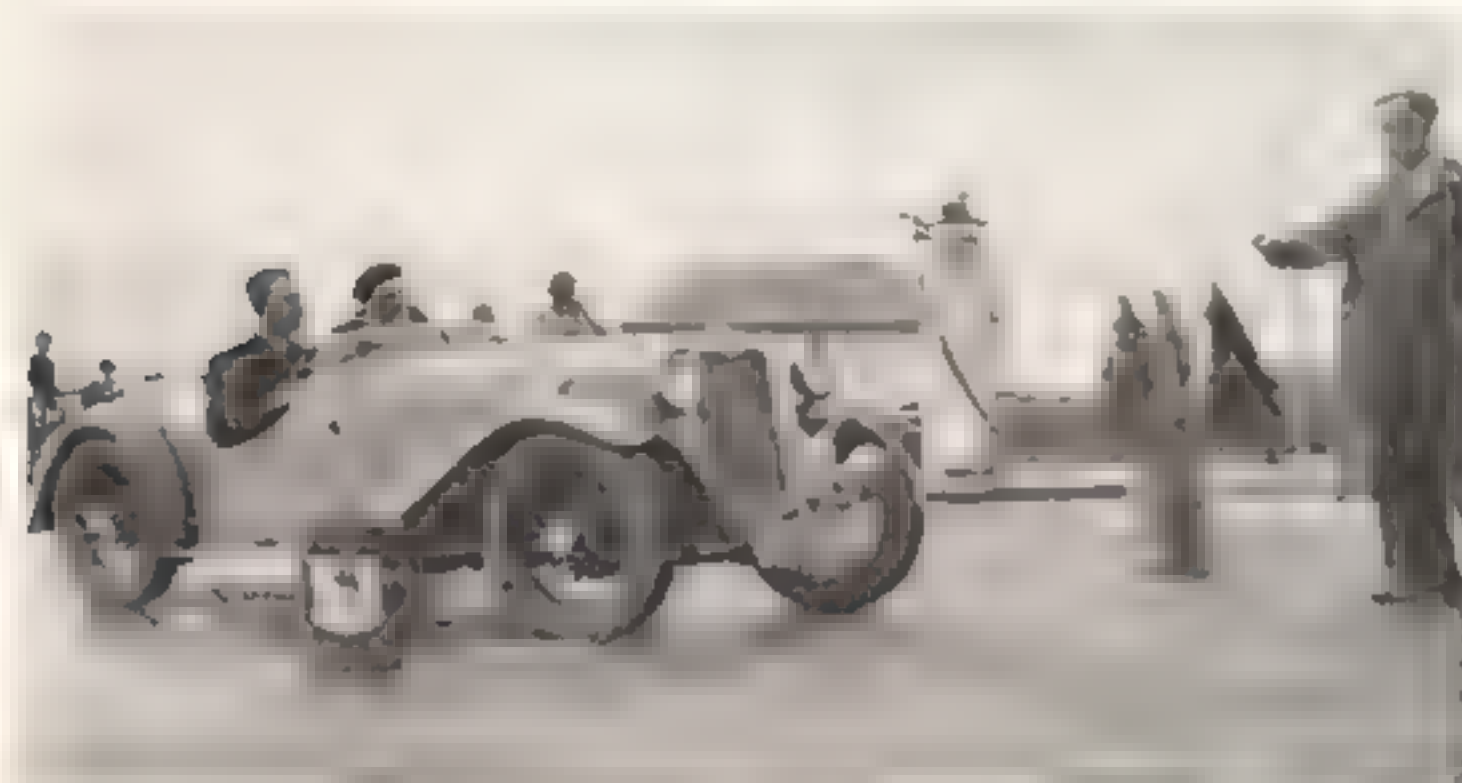
750 M.C. (S.E. London Area). Second Thursday Meeting, 14th October, Gr. Island, Haverley, Kent

West Essex C.C.—Club Night, 15th October, "Three Jolly Wheelers", Woodford Bridge, Essex, 8 p.m.

Singer O.C. (West) Wednesday Meeting, 16th October, Freemasons Arms, 32 Downshire Hill, 10 p.m.

London M.C. Third Thursday Meeting, 16th October, Maynes Arms, Madock Street, London, W. 10 p.m.

Vintage A.C.C. Third Thursday Meeting, 16th October, White Lion, Cobham, Surrey



FIRST RALLY: J. Featherstone (Singer) seen during the Newquay test in the North Cornwall M.C.'s first full-scale rally

Correspondence

"Bookies" at Races

WITH regard to the correspondence that has arisen out of the presence of "bookies" at Goodwood—have we already so soon forgotten the occasion when the "bookies" "welshed" at Donington? Do we want that nasty taste in our mouths again? I suggest that "bookies" should be firmly but politely ejected from our motor-racing circuits, and I hope that the majority of British enthusiasts are with me in this.

To change the subject, isn't it about time that three-wheelers were allowed to compete? Surely we are no longer influenced by the archaic prejudice that three-wheelers are "not quite the thing"? I should imagine that a spot of "three-wheel drift" could be quite as exciting as a five-event organized for four wheels, and B.S.A. versus Morgan versus Bond Minicar should provide all the thrills and fun-and-games usually expected of a club event. What about it, race organizers?

E. BICKWILL

1 EDS. 3.

B.R.M.

AN analysis of correspondence in the motoring Press indicates that the general public who interest themselves in motor-racing appear to be in favour of an organization like B.R.M. to produce a national racing-car, or, at any rate, a car representative of the industry. They also appear to show nothing but sympathy to the man who initiated the scheme, Raymond Mays.

I fully agree with all this and I have heard it said that B.R.M. have done surprisingly well on the resources available, bearing in mind what Germany spent on motor-racing before the war.

Most of the criticism comes from people who could have put some of the money to good use with F2 machines. Why did not they think of the same idea? The daily Press also "handed" out punishing blows even more freely than the prize they gave before the car had even raced. I don't think Raymond Mays said it was going to set Europe on fire; the daily Press did that. Too bad that the Formula collapsed overnight because even the most complicated bits of machinery can be made to run well eventually.

I am not at all sure that it is the right approach to produce an engine for F2 (later to be made larger for F1), for various people to wrap chassis around. This will not produce cars to beat the Italians. There will be numerous small firms who will produce chassis which are too heavy or which are not 100 per cent. in other respects, and after a few races there will be loss of critical time because of shortage of funds or skilled mechanics. Note how slow some privately owned Ferraris are—and this is not always lack of driving skill.

This adds up to a car designed as an integral whole by a team of highly competent engineers, structural and mechanical, who must have money and equipment available.

The motor industry must do this, either one or more firms in competition or as a syndicate of firms. If something of the sort is not done we shall lose our export trade to the Germans and Italians.

Nobody so far has mentioned the Connaught, which showed up very well in the British Grand Prix. This car is not only fast but it looks good, and it is all British. What about someone sending some folding money to Connaught, I can't because mine only rattles!

NORMAN V. BRITAIN

COLEFORDS, HERTS.

The B.R.M.s at Goodwood

LIKE the vast majority of car racing followers in this country, I have done my share of blasting the B.R.M. off the face of the earth with words, but on Saturday, the position was reversed.

That car blasted us all out of our miserable utterances with an exhaust note never heard before on any circuit anywhere! The sight and sound of these cars tearing up Lavant, was music and sheer visual delight and even if they had not won, I for one, would never regret having made the special visit to Goodwood to witness what I thought would be just another fiasco.

It is too late now to go back on our words, but there is no doubt that had these cars performed as they did on Satur-

day, results of certain important races last year might have looked different. It was more than just a flash in the pan, this victory at Goodwood, for they seemed to have a terrific amount of reserve power most of the time, and appeared to give little trouble to the drivers.

In his speech after the race, Raymond Mays said he hoped the next owners would look after the cars as well as his team had done during the last years and no wishing to be sentimental at all, I feel he must have caused more than a few people to be a little regretful for what they had said or written during the last year. I think we all left the meeting feeling rather proud. Raymond Mays and his friends certainly won for us the esteem they have in vain earlier last year and glad that at the last meeting of importance to be held in England, British cars were first, second and third.

What a shame this victory came so late. If only . . . but there are no "ifs" in racing, so there is no point in being sorry now.

M. C. STEVENS

LONDON, S.W. 15.

Form an Association to Support British Motor Racing

MAY I, through your correspondence columns, make a plea for an association to be formed for the support of British Motor Racing? There are many in the country who earnestly desire to do this, and feel frustrated that there is no means whereby their contributions could be collected and dispensed to any of the firms and organizations who really try to make the effort but who are handicapped by lack of funds. As a one-time member of the B.R.M.A. I would suggest that this excellent organization could be renamed the British Motor Racing Association, and through this such firms as H.W.M., Coopers, Connaught, E.R.A. and many others, could receive our support. This system would be better than a number of individual supporters' clubs for two reasons at least—(1) there would be healthy and sporting competition between firms in win support; (2) the Association would be a truly national affair.

No doubt there are many details to be worked out in such a scheme, but basically, I think, this is the best way for the layman of limited means to support the sport.

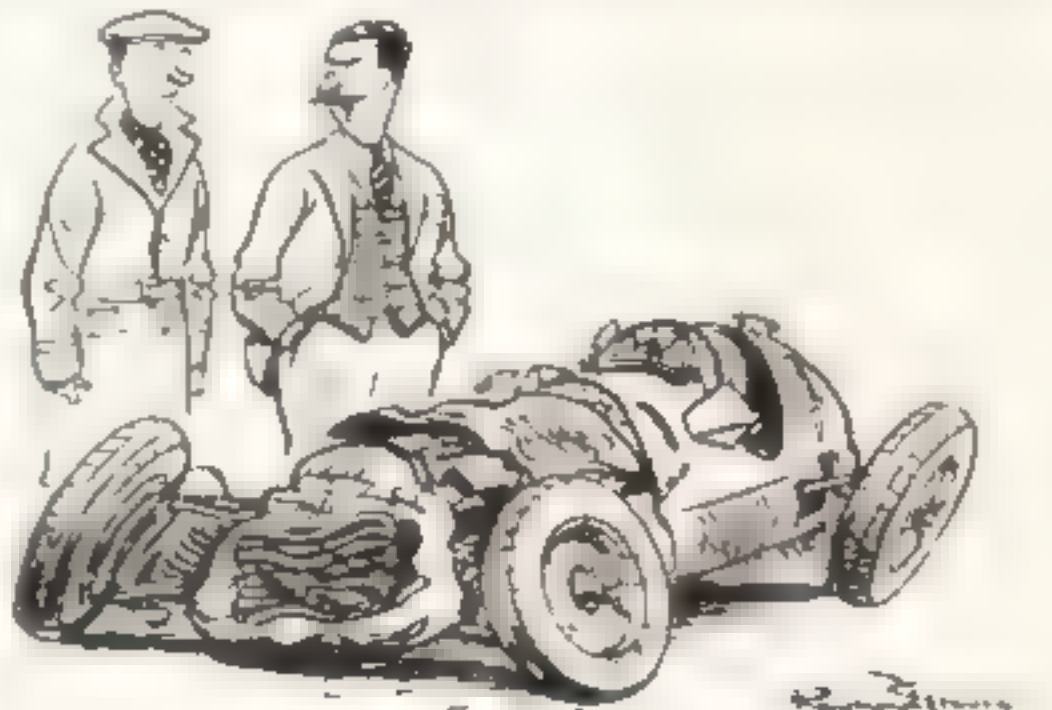
H. L. CRISP

WALVERN LINK.

Wanted—A New British Engine

I SHOULD like to say that I for one heartily agree with the remarks made by P. Dendy in AUTOSPORT of 26th September.

It is only within the last six months that I have taken a keen interest in motor racing, and I know very little about the intricacies of engines. But as one interested in watching the cars flash past, I think the Ferraris have had far too long a run for their money, and within the next year or so, instead of seeing Ferrari first, second and third, I should like to see



Nothing misleading about my advert, old man—she has only been raced once!

H.W.M., on top, with perhaps a Ferrari or two trailing along behind doing their best to catch them!

Let's raise our voices then, and make a lot of noise. Let's have some action as soon as possible. I am also willing to forward a donation the moment a fund is started to promote a new engine. So what about it, George Abecassis and H.W.M., Ltd.; let's put the noses of these Italians out of joint and show them really how to win races!

ALAN S. ADAMSON

MALVERN, WORCS

Who are the Best Drivers?—A Swedish View

IN the letter by K. E. Roberts in AUTOSPORT of 26th September, I was very much surprised by two things: firstly, to find Gonzalez so low down on the ranking list and secondly, to find so many English drivers among the first dozen.

Now to Gonzalez. I very much doubt that more than two drivers in the world today—Fangio (when well) and Ascari—could make a racing-car go faster round a circuit than Gonzalez. His drive at Monza was magnificent and he would have won at Modena if another driver of a slower car had not got in the way, thus helping Villorossi to win.

As to the placing of the English drivers, I can only say that the list would probably have looked very different if made by Italians, Frenchmen, Germans or other nationalities. In that case I think only Moss and possibly Parnell or Hawthorn would have been mentioned. The others are certainly very fine drivers indeed, but unfortunately not enough known to the international public. Personally, I should rank the fastest (but maybe not the best) road racing drivers today as follows: 1, Fangio (when well); 2, Ascari; 3, Gonzalez; 4, Farina; 5, Villorossi; 6, Moss.

The rest are impossible to rank. Not even Moss has proved his worth sufficiently in Grand Prix racing to place him sixth but as he is young, goes fast, and never seems to crash, he must certainly have an extraordinary talent. Hawthorn might even be faster than Moss, but this has yet to be proved.

As to the remaining six places, France can offer: Trintignant, Manzon, Behra and Simon. Italy: Taruffi, Bonetto, Sanesi. England: Hawthorn, Parnell, Rolt, Wharton (who in my opinion is one of the very best drivers in the world, because he is good in every type of event—trials, rallies, hill-climbs etc.). Germany: Kling, Lang, Pietsch. Switzerland: de Graffenried, Fischer. Brazil: Landi. U.S.A.: Ruttman (when well) and others.

To pick out the fastest of these is impossible without giving all of them the opportunity of driving the same car round the same circuit under exactly the same circumstances. And I am afraid that would prove a bit costly to arrange.

I take this opportunity to congratulate your country for producing the finest two-seater touring car in the world today—bar none.

I refer, of course, to the Aston Martin DB2. This car is incredibly fast, incredibly safe and incredibly reliable. I have driven it hard over 20,000 miles on the sometimes very bad Swedish roads. On several occasions I have averaged over 80 m.p.h.—remember, we in Sweden have no autobahns—for hours on end and my averages rarely drop below 60 m.p.h.

But the Aston never fails, however hard the treatment.

I also want to thank you for your very excellent journal, which gives the enthusiast all the information he can ask for in a very personal and sometimes temperamental but always interesting way.

CHRISTIAN BRATT

GOETTERBERG, SWEDEN

B.H.P. and Formula 2

MR. GEOFFREY TAYLOR'S forthright statement on the part he intends to play in Grand Prix racing when the new formula starts prompted me to do some mental arithmetic. Mr. Taylor is commencing the prototype manufacture of a multi-cylinder [engine] which will give 80 b.h.p. more than his present 2-litre engine," which, he goes on to say, is producing between 155 and 158 b.h.p. Therefore his 2+1 litre engine will presumably produce something in the region of 235 b.h.p.—or 94 b.h.p. per litre. Although this approaches the designer's ideal of 100 b.h.p. per litre, I don't think, with all respect to Mr. Taylor, that this is going to be quite good enough; are not the present Ferraris (with only four cylinders) reputed to develop something in the region of 180 b.h.p.—90 b.h.p. per litre? And I personally am prepared to bet my last

(continued overleaf)

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Correspondence—continued

firm that Ferrari will find another 4 b.h.p. per litre in the next 2½ years, if not a great deal more.

I'd be the first to admit that mere b.h.p. alone is not going to win races—the B.R.M. has proved that conclusively, but I think that it does help, to say the least, to have that little bit extra. Isn't Mr. Taylor erring too much on the side of "little"?

I should like to finish by expressing my admiration for Mr. Taylor's splendid efforts in Grand Prix racing since the war and by wishing him the very best of luck in his future enterprises.

M. G. MILLER

LONDON, S.W. 11

Austin Sevens for "Monte"??

YOUR photograph of the three new Austin "Sevens" on page 429 of your issue of 3rd October encourages me to ask if rhetorically, whether a team of these vehicles might not be entered for the 1953 Monte Carlo Rally.

While watching the Glasgow starters speed past during the "Monte" last January, we were discussing the same possibility until a voice was heard to say: "But have they made three?"

ECCLEFECHAN.

J. S. H. FAY

(There appear to be many of them around now.—Ed.)

"Green Cover" B.R.M.s?

I UNDERSTAND it is AUTOSPORT'S intention to mark British motor-racing triumphs by publishing the following edition with a green cover. I cannot help feeling your obviously prejudiced attitude against the B.R.M. has played the Bournemouth project on the face of a "green" AUTOSPORT.

While not wishing to raise the B.R.M. controversy again and having agreed with the majority of your arguments so far, surely a 1-2-3 victory at Goodwood was at least a triumph for the B.R.M.s and for British motor racing!

You stated in last week's AUTOSPORT that there was little opposition at Goodwood. It was an International Meeting and it was not the fault of the B.R.M. there was such a poor international entry.

The Thin Wall Special, basically an Italian Ferrari, failed to finish at Turnberry and did not compete in the main event at Goodwood owing to engine trouble.

Had the positions of the B.R.M. and the Thin Wall been reversed at these meetings I would have understood your attitude.

Perhaps if the B.R.M.s dominate the *Formule Libre* race at Charterhall (and I hope they will) against the Thin Wall and a full international representation, you will print the following week's edition with a Green Cover.

SPARSEN, N.B. GLASGOW.

GRAY MCKEL

(Rear axle failure, in fact.—Ed.)

Those Mysterious Fins

WITH reference to those "mysterious fins" mentioned in AUTOSPORT, issue dated 3rd October, I would point out that this idea is not a new one as your paragraph seems to suggest they were used as far back as 1937, notably by Arthur Doherty on his famous white F.R.A. and also by Raymond Mays in the British Empire Trophy Race in April of 1937, also on an F.R.A.

W. E. AVORY

WATFORD.

AUTOSPORT has shown up its youth! Splash guards were fitted on several occasions to the two F.R.A. team cars R4C and R12C in 1937, the first year they appeared with Porsche front suspension. They equipped, and with the 1,000 c.c. Zoller-blown engine, Mays drove R4C into first place in the British Empire Trophy race at Donington, the car's debut with its new front end. Part of this race was run in pouring rain, as was the next event in which the cars were entered, the R.A.C.'s International Car Race for 1,500 c.c. cars, held in the Isle of Man. Both C-type cars were here fitted with splash guards. Mays obtained second place behind Bira's Romulus and Fairfield was third in R12C after a terrific dice with Villorosi in a new Maserati.

It so happens that both these F.R.A.s now live in Scotland. R12C is, alas, a B-type again and R4C is, of course, the one and only R4D, sole remaining Zoller-blown car.

H. R. LANGRISH
ALAN UDON

TONBRIDGE, KENT

We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

No Supporting Clubs

FROM recent correspondence it seems that the air will shortly be full of imprecations to those stalwarts building or about to build Formula 2 and Formula 1 cars, to get on with the job mainly in the engine department.

It would appear that valuable cash does not exist and that there is a shortage of cash. Well-known people such as Mr. Denny in your 26th September issue, are offering already to put their hands in their pockets. Many thousands must be willing to do the same. All much appreciated gestures no doubt, but are we letting our enthusiasm run away with us?

Let us have no more subsidised racing-cars and I would even venture to say no supporting clubs or associations either. They are all in a large or small way a handicap to those who run the various firms concerned. Let them all manage their own affairs. Surely Heath, Abecassis, Cooper, Kieft, McAlpine and their own chosen advisers can do the best that can be done. They know the motor trade, they know commerce, and we have read Mr. Geoffrey Taylor's views and ideas last week. He makes it quite clear that he believes in going on with his own company in his own way. These men are not standing about saying "I wish we had some cash and if only we had an engine."

Let them get on in their various and enterprising ways, and good luck to them all.

T. BARRACLOUGH

BISHOP'S STORTFORD

Count Your Blessings

READING in AUTOSPORT the comments of those who advocate road-racing in England, I cannot help feeling that these gentlemen should pause, take stock, and count their blessings.

Few will deny that road races are better than airfield races, but few, too, are the clubs which can afford to run such events, bearing in mind the difficulty of extracting cash from spectators on other than enclosed courses. English airfield and similar events may be regarded as *ersatz* racing, but they are, in general, financially successful.

I write as one who looked forward, for 12 months, to seeing this year's T.T. at Dundrod, only to find an empty date. Airfield races are surely better than no races at all.

"REALIST"

BEECHAM

Readers' experiences of the 1951 1600 h.p. Mercedes Special are sought by A. W. Holgate, of 15 Wilkesdon Road, Broadgreen, Liverpool 4, 16.

BOOK REVIEW

British Cars, 1952.

Author: Peter Chambers.

Size: 8½ ins. x 7 ins., 56 pp.

Price: 6s. 0d.

Publishers: P. C. Publications, 7 Newhall Street, Birmingham, 3.

WHEN we were very young, we liked to be surrounded by photographs of cars and specifications to drool over. This little book, the fourth annual edition of *British Cars*, provides just that—attractive pictures and technical details of 36 cars, including the British-assembled Citroën and Renault—and it also caters for the multi-lingual; we observe with awe that the Spanish refer to overall gear ratios as *coeficiente total del mecanismo de cambio de velocidades*. Carried in the hip pocket, it should prove a useful weapon for settling arguments—provided one has a large enough hip pocket.

F. W. McC.

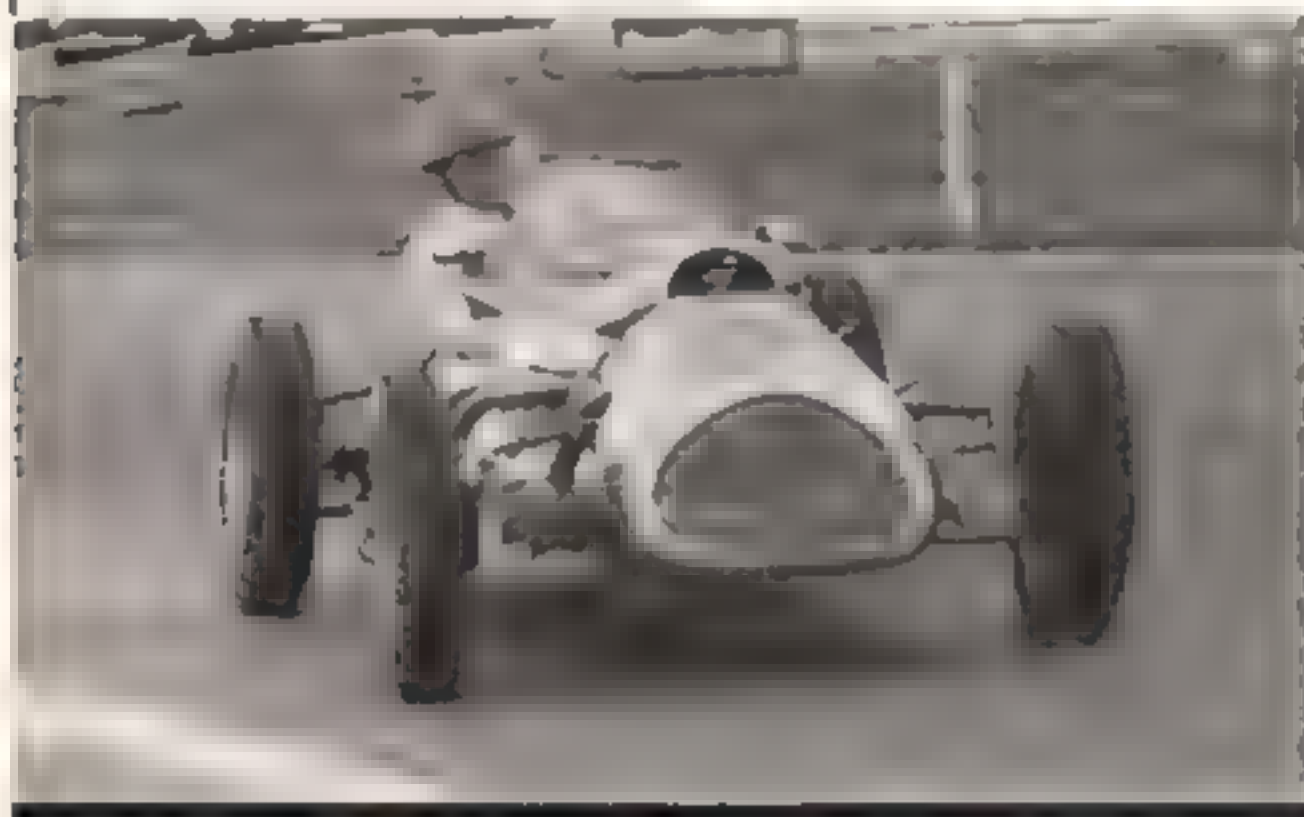
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Alan Brown cornering at Goodwood during the September International Meeting

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THREE-DAY HEATHER RALLY

Good Entry and Fine Sport in S.S.C.C. 3-Day Event

To attract competitors from the south as well as from the east and west of Scotland to their Heather Rally on the 27th to 29th September, the Scottish Sporting Car Club arranged two starting points—one at Newhouse, between Edinburgh and Glasgow, and the other down in Dumfries—and were duly rewarded by an entry which was almost double that of last year.

The Dumfries competitors got off to a start in fine weather but at Newhouse it was very definitely wet and these two changing conditions were reflected throughout the event as each day alternated between sunshine and shower.

From the starting points the two routes converged on Turnberry ~~where~~ where our old friend "Tam" Watson had laid out the first two tests. The introductory number was concerned with getting one's car out of a garage, round a circuit clockwise, reverse into the garage then out for an anti-clockwise circuit and into the box in reverse once more. A test of speed and regularity in which Peter Hughes (Allard) went well on his first clockwise circuit and went equally well on his second circuit, except that he didn't go anti-clockwise! M. McMaster in an M.G. made a very neat job of things, as did N. L. Paterson in the same marque. Denham-Cookes started out well but had clutch bothers before he really got motoring, and was unable to complete the test, but managed to fix things up so that he was able to take the next test and finish the day's rallying. The best performers in test one—both for speed and regularity—were John Milne (M.G.) and P. K. C. Gordon in his Speed 20 Alvis.

The second test was a dash from AA to CC interrupted by getting one's motor car turned around rapidly in a tight area bounded by BB. J. M. Cringean (Jaguar) made the best time for this one with Mrs. Sheila Whyte (Jaguar) a very near second, separated by 1 second from Ninian Paterson (M.G.).

From these two tests the road sections from Turnberry to Creetown offered fairly good surfaces but from Creetown to Anwoth the road was cart-trackish and lacked bottoming. In the space of 100 yds. John Milne (M.G.) and W. L. M. in his neat little Terrance Specta put in a spot of bumping practice for the future and didn't have much trouble in this section, but Gordon in the Alvis decided it couldn't be done and chose another route not on the card. He was the only one to do so and competitors lifted their hats to Mrs. F. W. L. Barclay in her 2.443 Riley and C. O. Grieve in his 4.398 Bentley of 1930 vintage who completed the section, with Mrs. Barclay getting an extra flourish of hats when it was heard that her passenger had lowered the pressure of the Riley's front tyres.

This toughish section was followed by a test requiring a speedy car's length reverse up a steep and muddy farm road. M. McMaster (M.G.) was good at this one and, after being late with her anchors and doing a spot of wing bending on an official car, "Andy" Neil in her Vanguard kept her equilibrium and tackled the glutinous slopes energetically. Best performer was J. A. H.

Broadbent in his 3.622 Allard, and it is all the more to his credit, considering that his big car was well down the entry list so that the slope had deteriorated vastly by the time he got to it.

This was the day's final test and the entry retired in good order to Gatehouse-of-Fleet for a well-earned meal and a long lie on Sunday morning.

Sunday afternoon was devoted to four tests, two in the hotel grounds and two in W.D. territory, near Kirkcudbright. First came a parking test at which Peter Hughes (Allard) excelled himself and was closely followed by Comish Hunter in his 1½ M.G. saloon. This was succeeded by one of those crafty free-wheeling tests in a nicely dipped section of concrete road where the temptation to apply one's brakes at the wrong time was almost irresistible. Overcoming guile with guile John Milne and Ninian Paterson in their M.G.s proceeded to use wiggle-woggle tactics to slow themselves as necessary and their neat manoeuvrings put them at the top for this test.

Then came a speed and regularity test of three timed laps round a half-mile circuit which included a very tight left-hand bend. With a new clutch fitted, Denham-Cookes was both speediest and most regular, while the Bentley of J. O. Grieve went around at a remarkable rate, spun on the tight bend and ~~was~~ covered in time to avoid hitting the rear of the truckkeeping car. The M.G. (Vanguard) may have circulated among the slower members but they did so with very ~~little~~ regularity and, although the race had started to come down Norman Lithgow (H.R.G.) drove well and competently.

The day's last test was a forward dash to a sudden stop between two concealed lines and enthusiastic competitors, coming round the bend at a rate of knots, quite often had spectators jump for their lives although they were never actually near them. Best time in this one was made by J. Watson (Allard).

Monday afternoon's sport opened with a speed dash to a flying finish down the long hotel drive. The Denham-Cookes' Jaguar and the Hughes' Allard had the beating of everyone in this test with the stoutest effort among cars below 1,500 c.c. coming from Norman Lithgow (H.R.G.).

The road section wound its way to Peebles and a final test in the grounds of the Black Barony hotel. This test was a repeat of the forward dash and sudden stop of the day before but the wet road was just a bit more twisty and treacherous than the Sunday section. The Lithgow H.R.G., seemingly quite unperturbed by the state of the road, went the fastest and stopped the most suddenly, as requested, and the nearest approach was made by N. L. Paterson (M.G.).

This ended what should have been as pleasant a rally as we have had this season, but organization was not up to the standard that one expects from the S.S.C.C. There was a very definite lack of marshals and details of organization—the minor things that make an event run smoothly—did not receive the attention they deserve.

There was some discussion over the recording of a parking test, and baulking

on the toughish Anwoth section of road brought about a couple of protests resulting in the disqualification of a competitor. There was too—and this is a most unusual thing at our Scottish events—quite a bit of nattering about competitors whose keenness tends to neglect the spirit of the regulations.

These things do not, however, affect the quality of the performances made by the names appearing in the results sheet. Competitors gaining awards were worthy winners in every way, and are as follows:—

A. N. F.

RESULTS

Premier Award (To a team of three competitors): M. McMaster (M.G.), F. D. Dundas (Jowett Javelin) and J. M. Cringean (Jaguar). Total marks lost, \$78 75

Class Awards

Open Cars under 1,500 c.c.: N. T. Lithgow (H.R.G.), 273 94.

Closed Cars under 1,500 c.c.: C. R. Hunter (M.G.), 294 16.

Open Cars over 1,500 c.c.: J. M. Cringean (Jaguar), 283 59.

Closed Cars over 1,500 c.c.: P. S. Hughes (Allard), 287 72.

Ladies' Award: Mrs. Sheila Whyte (Jaguar).

CORNWALL COUNTY RALLY

Organized by the North Cornwall Motor Club in co-operation with the Cornwall Centre A.C.U., Cornwall's first full-scale Rally attracted 42 entries. Redruth, Newquay and Launceston were starting controls and from these a comparatively straightforward road section of 125 miles was followed. However, severe thunderstorms, vicious hail showers and the holding of one special test at St Austell en route to the finish at Newquay made real determination necessary to avoid penalization for lateness. This test required competitors to stop with each wheel of the car in turn inside four 2 ft. 6 ins. diameter circles, which were marked at the corners of an imaginary 30 ft. sided square. Like most tests of this nature, deliberation was more profitable than dicing, a fact ably demonstrated by Dr. Brand in his Silverstone Healey.

The finish at Newquay was the scene of a simple quick starting test, a figure-eight test which caused much confusion among those who had not fully comprehended their instructions, and a double start, stop, reverse, restart, brake test. The figure-of-eight test saw polished performances by Lon Chard (Ford Anglia), W. Marret (Singer Roadster) and Dr. Brand (Healey). One who surprisingly got lost among the pylons was R. Prout (Austin A40). Fords, Dellowes and other Dagenham-based specials naturally shone in the stop, reverse, go business of the other test.

Within an hour of the finish provisional results were announced, as published last week, and everyone expressed the hope that a more ambitious venture might be possible next time.

BRIGHTON AND HOVE NIGHT TRIAL

Tomorrow, 11th October, the Brighton and Hove M.C. are holding their Night Navigation Trial over a course under 50 miles in length, starting from Club H.Q. on Madeira Drive at 7 p.m.

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- ★ 1st Formula 3, Heat 1, Silverstone, Mr. Ken Smith, Aug. 23rd
- ★ 1st 1,200 c.c., Westwood Park, Mr. J. N. Dobbs, Aug. 31st
- ★ 1st 1,500 c.c., Silverstone, Heat 2, Mr. J. N. Dobbs, Sept. 6th
- ★ 1st 1,500 c.c. (S), B.A.R.C. H.H.C. mb Sept 7th
- ★ 1st 2,000 c.c. Naish H.H.C. mb B.T.D. Sports-Cars Sept 13th
- ★ 1st Up to 3,000 c.c. Ibsley Sprint Mr. J. N. Dobbs Sept 20th
- ★ 1st 751 to 1,100 c.c., Bo'ness, Mr. N. Kennedy New Record Sept. 20th
- ★ 1st 1,101 to 1,500 c.c. (S), Bo'ness, New Record, Sept. 20th
- ★ 2nd 1,500 c.c., Prescott, Mr. W. Goodwin, July 6th
- ★ 2nd 1,200 c.c., Throxton, Mr. G. Tapp Aug. 4th
- ★ 2nd Unlimited Specials Naish H.H.C. mb Sept 13th
- ★ 2nd Unlimited Sports Cars (S) Mr. G. Parker Brighton Spring, Sept. 6th
- ★ 2nd 1,300 c.c., Naish H.H.C. mb Mr. J. N. Dobbs, Sept. 13th
- ★ 2nd V.S.C.C. Stonetrough Trial Mr. N. H. Coates Sept 28th
- ★ 3rd 1,500 c.c. Silverstone Heat 2 Mr. R. Carnegie Sept 6th
- ★ 3rd 1,500 c.c. B.A.R.C. H.H.C. mb Mr. J. N. Dobbs Sept 7th

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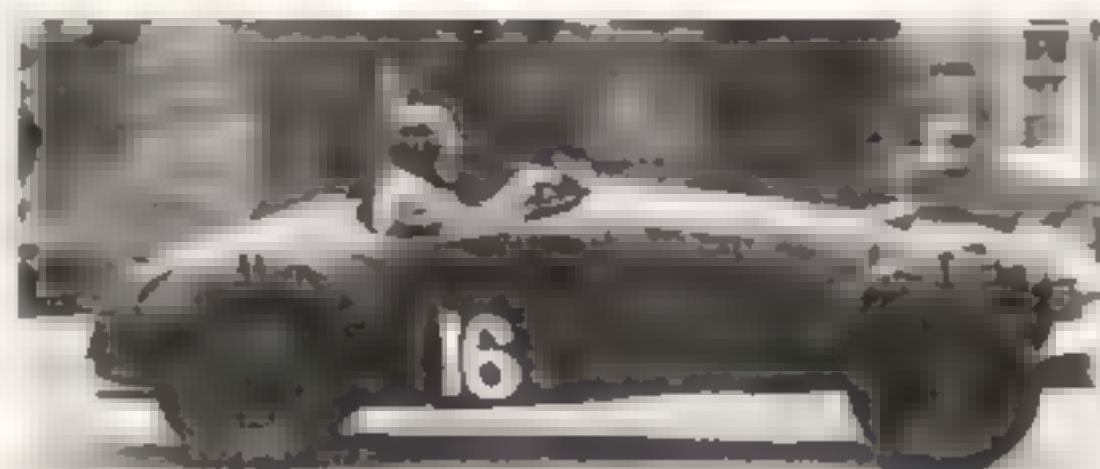
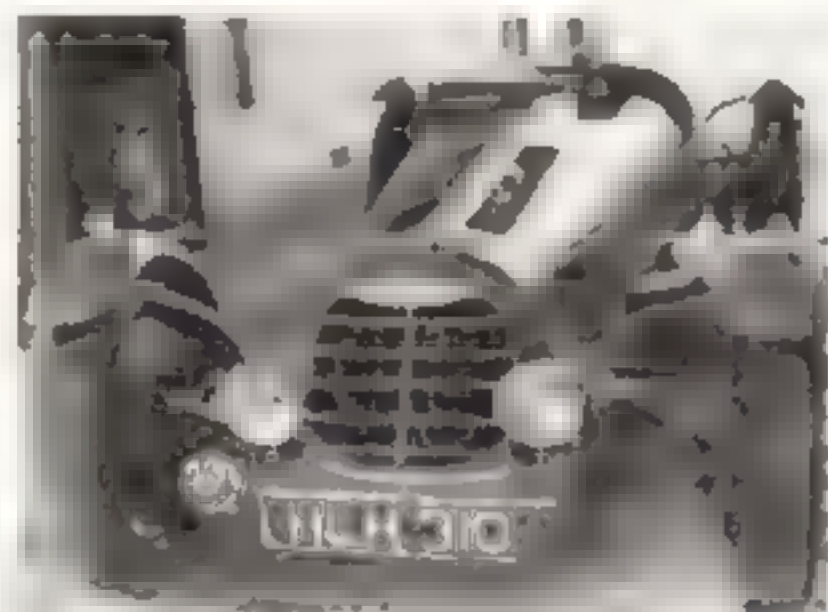
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C. D. P. Buckler setting up a new record at Bo'ness

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M.G. TD, March 1950, genuine mileage 8,100, fitted oil and water thermometer, original tyres, spare unused. Stored for year, no competition work whatsoever. Owner going abroad. Beautiful and immaculate condition. Offers over £300.—Box 885.

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M.G., CHOICE OF 25, ALL TYPES

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1939 Austin 16 saloon	£245
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1935 Bentley 3-litre Park Ward saloon	£125
1934 Daimler 15 saloon	£85
1934 Ford 10 4-door saloon	£145
1936 Hudson Terraplane 22 h.p. saloon	£125
1945 Humber Utility	£75
1931 M.G. M Type 6 h.p. 2-seater	£75
1935 Morris 8 tourer	£145
1937 Oldsmobile 29 h.p. d/b. coupe	£194
1934 Ralston 10 h.p. saloon	£145
1936 Riley 9 Merlin saloon	£225
1937 Singer 9 Hispania saloon	£185

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1952 KIEFT 1,100 J.A.P., the fastest and lightest car of its class in the country. Engine rebuilt as new by J.A.P.s. 1950 complete.

The following engines ex-Peter Collins are offered completely rebuilt by J.A.P.s: 750 c.c. V twin £125, and 1,100 c.c. V twin at £165.

The above are offered for sale prior to our moving to a new factory in Wolverhampton, over offers would be considered.

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Bridgend 938.

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LATE 1949 RILEY 2-litre 3-seater, most immaculate condition, mileage 20,000, fitted radio and other extras, carefully maintained and specially tuned to give over 20 m.p.g. Exceptional car in every way. Nearest offer to £295 will be definitely accepted.—C. G. Aronson, Bristol Repetition Ltd., Feeder Road, Bristol, 2.

RILEY 9 Lynx tourer, Racing Green, 1935, prespector, twin S.U.s, coil, good weather equipment, body, tyres and accessories. Recently overhauled. A car for the enthusiast. £270 o.n.o.—63 High Road, Loughdon, LOU 5292.

1949 2-LITRE RILEY roadster.—L. F. Ward Ltd., 7 Hanover Court Yard, Hanover Street, W.1. MAYTide 6545.

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Continued overleaf

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1936 RILEY 14 Kestrel saloon, Sprite engine, twin S.U.s and Scintilla.

1938 RILEY 14 Kestrel special sports saloon, reconditioned throughout by makers.

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1949 ALLARD drophead frame coupé, Cambridge blue, fawn leather, 18,000 mls. only.

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1939 M.O. VA 14-litre sports saloon, late registration, £90 bills for overhaul.

1939 M.O. VA 14-litre 12 h.p. drophead four-some coupé, fitted new hood and tyres.

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1939 SINGER 9 h.p. open 4-seater sports, Cambridge blue, brand new hood and screens.

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RILEY—continued

£195 KESTREL 14/6 saloon, excellent order, taxed year, good tyres and battery.—Richards and Brown, Ringers Road, Bromley, Kent. RAVensbourne 64/9-2322.

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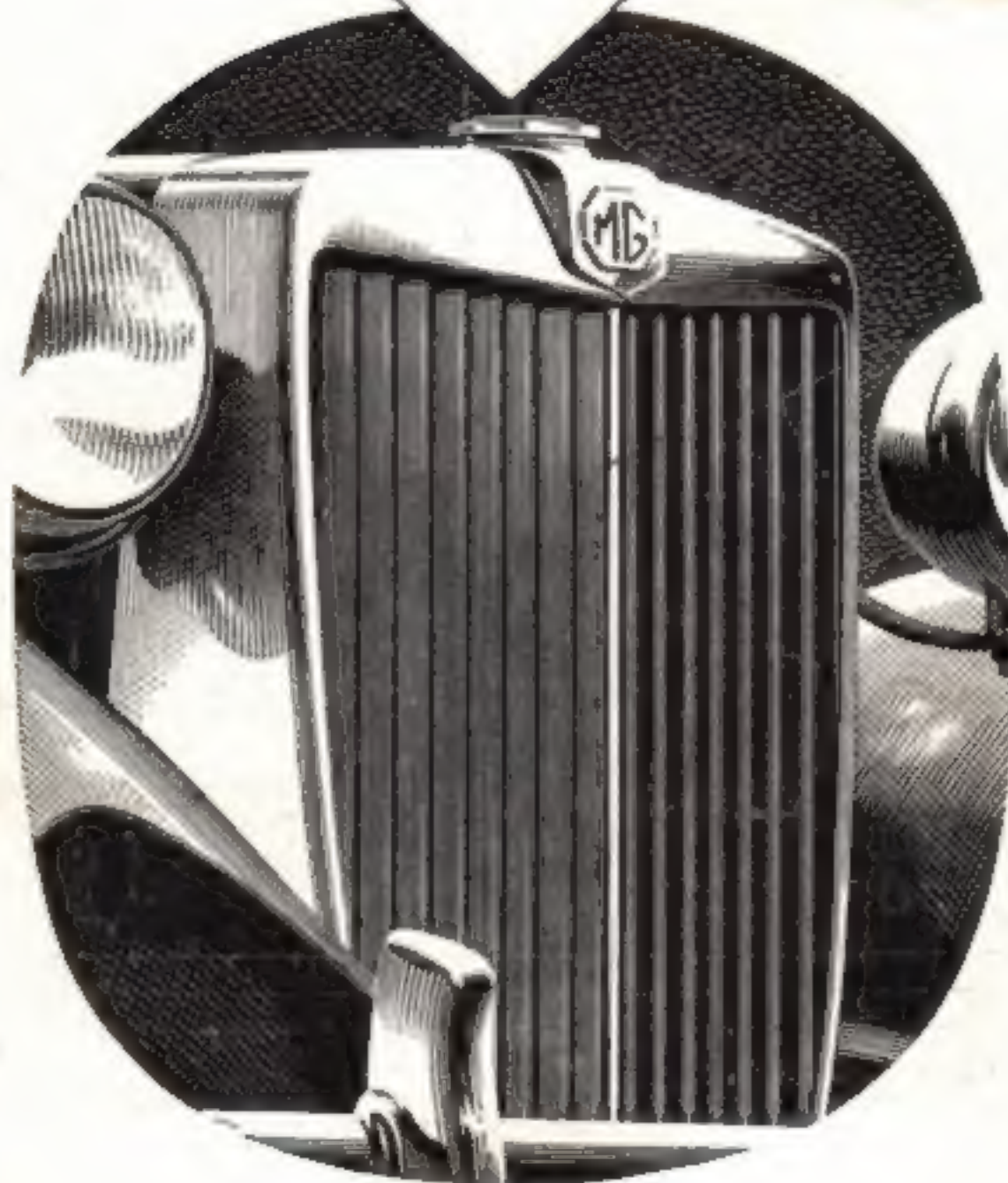
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